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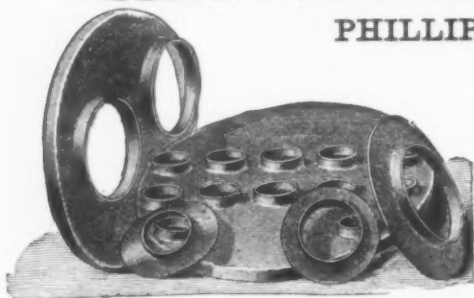
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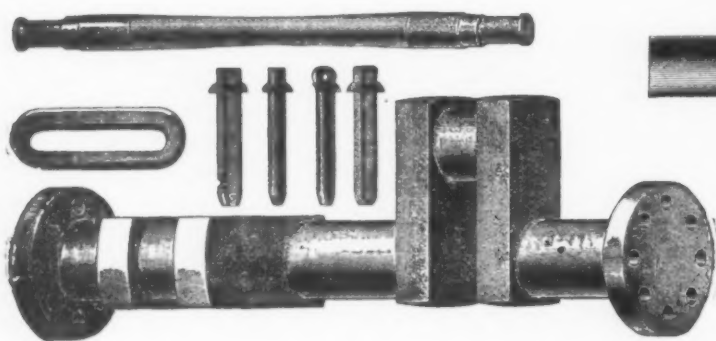
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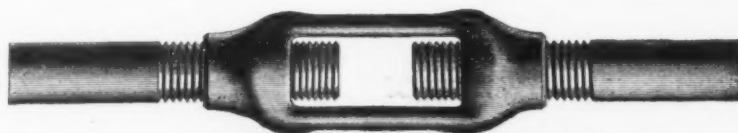
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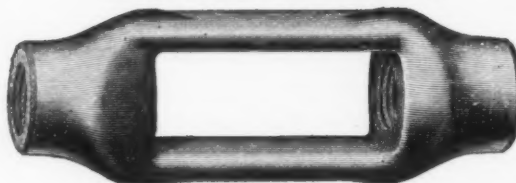
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BURIED FIVE WEEKS.

I was coming out of the mountains to the north of Virginia City with a miner's mail strapped on my back. There was no regular mail route there then, but about once a month some one took the letters down and returned with any mail found at the post-office. I was on snow shoes. The winter had been severe, and the snow was five or six feet deep on the level. The twenty-seventh of January had been a very balmy day, with a warm sun and wind, and on the morning of the twenty-eighth I started.

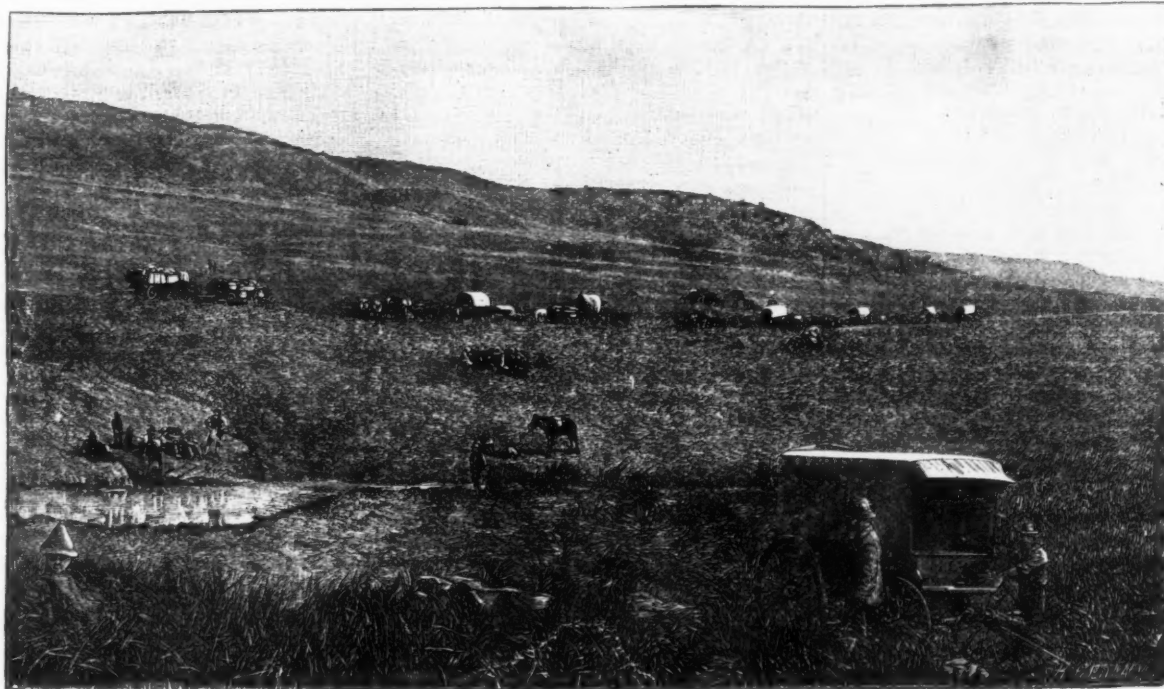
I had to make my way along the base of a range known to us then as Bill's Thumb, and for this twelve miles there was only one settler. He was an old bachelor who had built himself a snug, stout cabin under the eaves of the Thumb. He was hunter, miner, prospector, taxidermist, naturalist and I don't know what else. Some of the boys who had met him had

snow slides. The thaw had continued through the night, and it needed only a jar to send the great masses of snow lying on the mountain rushing down the slope with a force which nothing could stand. One took place behind me which brought down hundreds of tons, and as I pushed my way forward all my senses were on the alert for the first signal of danger.

When I had approached within pistol shot of the hermit's cabin I saw the man himself about a mile down the valley. He was coming towards the house, but had a burden on his shoulder and was moving slowly. Therefore, as I reached the cabin I stood at the door to wait for him, thinking he might wish me to take a letter or do some errand. He was still half a mile away when I heard a dull, heavy fall away up the mountain above my head. I knew it was a mass of snow tumbling off the rocks, and that it was the seed of an avalanche. The sound had scarcely reached

and a succession of crashes as rocks and trees were caught up, and I held my breath for what was to happen. The house trembled and rocked, 1,000 empty wagons seemed to rush over the roof, and then all was midnight darkness and the stillness of the grave settled down upon me.

The house had been buried under an avalanche. It was God's mercy that it had not been swept away and torn log from log. There was only a small fire on the hearth, and before I moved I struck a match to see my way. After looking about a bit I found a candle, and then I began to investigate the situation. On opening the door I found the snow packed solidly in front. Going to the single window I found every ray of light shut out. In the room was a bundle of rods about as large as my finger and nine feet long. There were six of them. I seized one and thrust it upwards from the door, but it did not go through the drift. I lashed another to it, and yet the length was



MONTANA.—A PARTY OF EMIGRANTS GOING WEST.

an idea that he had soured on the world, and come out there to live a hermit life, but he was a chap who kept to himself, and would not allow any one to question him. I got along very well for the first five miles, but then realized that I was in danger from

my ears when I wheeled to the door, lifted the latch and the next instant was inside. I was none too soon. Almost every pound of snow on a mountain side 1,000 feet high and a quarter of a mile long was in motion for the base. It came with a terrible roar

not sufficient. I lashed on a second, and now had at least twenty-five feet clear of pole to probe with, and I believe the upper end found daylight. In front of the cabin, and about 200 feet away, was a great mass of bare rock forty rods long by fifty feet high. This

would stop the avalanche, and it was more than likely that a solid mass of snow forty rods long and twenty-four feet deep lay above me.

What had become of the hermit? There was not one chance in a thousand that he had escaped. The avalanche would block the trail for weeks, and at the very best it would be some days before any one of our camp would know that I was in the hut. If the hermit escaped he would carry the news. If he was buried under the snow, I might as well make up my mind to remain a prisoner until spring. I was in a bad box, and for the first half hour I quite lost my courage. Then, having every reason to believe that I must be a prisoner for many long days, I began to take an inventory of stock, as it were.

There was a good bed of skins and blankets, several cooking utensils, a table and several rough stools, a clock, a dozen or more books, about thirty candles, with tea, coffee, sugar, pork and flour in quantities to last me several weeks. I could not have been better provided for had I planned for the avalanche to come. There was a lean-to at the back end of the hut, and I looked into this to find it full of fuel. I felt much more hopeful after I had taken the inventory, for I could not help but feel that it would be long before I saw daylight again.

For several hours after the accident the cabin sent forth suspicious sounds. The snow was settling and packing above it, and rafters and logs cracked and snapped in a way to keep me on thorns. If the weight of the roof proved too great I should be crushed or smothered the moment it fell in. It was after three o'clock in the afternoon before I felt safe. But very little snow had come down the chimney. I reasoned from this that it had been covered by rocks or limbs. If such was the case and the fire refused to burn I should be hard pressed, with plenty of raw provisions at hand. I felt the gravity of the situation as I threw on some light wood and made a blaze. It was a hard fight for half an hour.

Some of the smoke certainly found a way to escape, but some was driven back. However, after a time the heat of the fire brought down a great deal of water—so much that I could scarcely keep a flame going—and about half past four the cabin was cleared of smoke. While I could not for an instant believe that the mouth of the chimney showed above the snow, I was satisfied that some way had been opened for the smoke to drive away. I may explain here that a great mass of tree tops lodged on the roof before the bulk of that snow came, and these held the snow up so that the smoke went sailing away in a hundred channels.

I got myself some supper, wound up the clock, and sat down for a smoke and a think. The hermit had two pipes and a large stock of tobacco, and lonely as was my situation a feeling of gratitude to God for the comforts at hand was uppermost in my mind. I was satisfied that I was buried deep under the snow, and that my rescue would be a matter of weeks. The first move was to write out a statement of the accident, and this I placed where it would be preserved and found in case of my death. Then I began a daily journal and mapped out a programme to be followed.

I was up at an early hour next morning, having slept like a log all night, and while eating breakfast was startled by sounds which I believed to be the voice of a human being. I thought I could hear groans and moans and cries for help, and when I opened the door the sounds came to me more distinctly. It might be that the hermit, caught under the snow, had succeeded in tunnelling his way to a point from which I could rescue him by digging, and I had no sooner despatched my breakfast than I set about making me a shovel to dig with. I found a hatchet, and with this sharpened a board, and the snow I dug from the doorway I heaped up in the fuel room. I had not been digging over half an hour when I made the discovery that the first rush of the avalanche had brought down a great lot of small trees, bushes and rocks, with here and there a large tree. They had been piled up helter skelter, but they held up the mass of snow so that with a little digging I

could run a tunnel in almost any direction. Great care was necessary, however, as the burden above was very heavy, and the displacement of a support might bring down a great weight of snow.

After I had run the tunnel straight out from the door about twenty feet I turned to the right, made my way under a lot of rubbish, and after going about thirty feet came upon the body of an Indian. Here the limbs and sticks made a sort of bower, under which he lay, and I knew that it was his voice I had heard calling. There were no Indians about us except hostiles, and just before the snow came they had killed two men belonging to our camp. We had no fear of them after winter set in, knowing that they stick close to their villages. Here was a redskin, however, and in full war paint; but I had no sooner found him than I saw that he was dead, though his body was still warm. He had been mauled in a terrible manner, both legs being broken, his head all bloody from an injury, and his right arm doubled under him as if broken. I could see the butt of his rifle sticking out of the snow, but when I pulled at it I found the barrel missing. It had been wrenched off. I got his tomahawk and knife, however, together with powder horn and bullet punch, and when I had pulled the body along and crept beyond it, I caught sight of a moccasin in the snow and dirt. It took me an hour to unearth the body, which was that of a second warrior. The life had been crushed out of him in a second. The mass of rock which had come down with him had broken every bone in his body and a great share of his face had been ground off. His rifle I could not find, while both knife and tomahawk were broken. While searching his cold and battered body I found a buckskin bag containing about \$300 worth of small nuggets of gold and this gave me a hint to overhaul the other. I also got from him a bag containing about \$200 worth of dust and nuggets and in the search I found attached to his belt a white man's scalp, which had not been off the victim's head over two days. They must have been in ambush part way up the mountain, intent upon taking the hermit's scalp and but for the avalanche they might have had mine as well.

The day had gone by the time I had overhauled the second Indian's body. Being at work the hours had passed swiftly away, and I had not given myself any time to brood over the horrors of the situation. After supper I sat in front of the fire for awhile, then wrote up my daily journal, and when I went to bed I left the door wide open. It seemed to me that the air was getting foul down there, and by opening the door the room was greatly purified. It was midnight, as I afterwards came to know, and the fire was all out, when some noise in the room startled me. I sat up in bed and was soon convinced that some one, or some living thing besides myself, was present. I could hear a labored breathing together with sounds as of some one pulling himself along the floor, and I climbed over the foot of the bed and lighted the candle. What was my amazement to find a third savage in the cabin! He had quite reached the side of the bed, and had I got out that way, as usual, he would have at least wounded me, for he had his naked knife in his hand, but I did not need a weapon. The warrior had been dreadfully hurt, and, as investigation proved, had been buried just beyond the other two. When I left the bodies he had dug his way to my tunnel, and then pulled himself along to the door, intending to have my life as I slept. When baffled in this he glared at me with all the hate a human heart can betray. He was crushed at the hips, and none but a savage could have accomplished what he did. I could have killed him at a single blow, but the horrible work was spared me. Death was already beside him, and as I stood and looked down upon him, candle in hand, he uttered a faint warwhoop and fell over dead. When I was sure that life had departed I dragged him into the tunnel and shut and barred the door, and so upset had my nerves become by the adventure that I did not sleep again that night.

In the morning I excavated a hole near where the two bodies lay, and pushed the three into it and

packed the snow over them. Then I began running a tunnel for the ledge in front of the cabin, and had gone about twenty feet when the second night came. Early in the third day I had to abandon this tunnel on account of a cave-in which nearly smothered me. Then I turned to the right to come out down the valley, and I was still at this work when the first week closed. Early in the second week I was stopped by a bank of rocks and earth, and when the second week closed I was drifting a tunnel to the left. It was slower work than you would think for. The snow was packed very solid, and all I dug out had to be thrown behind me, and eventually carried off and scattered in some hole under the tree tops. Every few feet I met with a big rock or the trunk of a tree, and it was hard work to get around such obstructions. Again a cave-in would take place to hinder further progress for a day or two, and I finally came to the conclusion that I could never get out by tunneling.

I started it on the third week more to be at work than from any hope of escape. All that week I tunneled to the right again, and at three o'clock on Saturday afternoon I broke into my own tunnel. In other words, I had done as a man does when lost in the woods. I made a half circle and came back on myself, while all the time I felt sure I was going straight ahead. The fourth week was spent mostly in the house. I was now becoming very much weaker, and was ready to give up. It was on the thirty-fifth night that the cabin began groaning and racking again, and I knew that the snow was settling down around it. The noise continued all night, giving me many a fright, and at seven o'clock next morning, when I opened the door, I found my tunnel filled in. I was lamenting this when I noticed that the fire was drawing better than usual. Going over to the fireplace I took a look up the chimney and saw the dark sky of heaven. At the same moment three or four drops of rain fell upon my face, and then I understood that a great thaw had set in and was reducing the snow around me. It was three days more, however, before I got daylight through the window and could force my way out of the door.

It had been raining for three days and nights, and the creek below me was a mad torrent. The snow on the trail was yet very deep, and I was compelled to wait two days more before I could get away. Then the weather changed to colder, and I got down to Virginia City. It was nearly a month later before we could get at the bodies I knew were under the snow. The hermit had been caught in the edge of the rush and killed by being dashed against the rocks. His body was carried across the frozen creek to the edge of a thicket, and such clothing as still clung to it was in shreds and tatters. They had known of the avalanche both above and below, and had given me up for lost. As near as the men could judge the snow above me was forty feet deep, and no one had any idea that the cabin had been spared. That I came out alive was simply the luck which strangely enough saves a man now and then from the open jaws of death.

GROWTH.

The living stream must flow and flow,
And never rest, and never wait,
But from its bosom soon or late
Cast the dead corpse. Time even so

Runs on and on, and may not rest,
But from its bosom casts away
The cold dead forms of yesterday—
Once best, may not be always best.

That which was but a dream of youth,
Begot of wildest fantasy,
To our old age, perhaps, may be
A good and great and glorious truth.

That which was true in time gone by,
As seen by narrow, ignorant sight,
May in the larger, clearer light
Of wiser times, become a lie.

I hold this true—whoever wins
Man's highest stature here below,
Must grow and never cease to grow—
For when growth ceases death begins.

ALICE CARY.

LITTLE TALK, THE INDIAN.

Little Talk flung down his hoe and repaired to the shade of a sallal-berry patch, Boston (white) his cadaverous little cur, slouching at his heels. The dog's appellation had been bestowed as the very height of indignant contempt toward the Caucasian race, a fact which he seemed to appreciate, and which consequently robbed him of his last vestige of decent self-respect. Little Talk was not warlike nor vicious, nor treacherous nor industrious. He hated work, cold weather and disease. He hadn't very definite ideas concerning life, liberty, or the pursuit of happiness; but he distinctly hated women and bother, and the chief aim of life with him was to rest in the shade in summer and find easy game in winter. After that he cared nothing. Regarding a future life and the happy hunting grounds, he was distinctly heard to declare that he didn't know anything about them, that nobody did till after they died, and for his part he wasn't in any hurry to learn. He hated beating tamanoise for the dead, and in his secret heart would rather the evil spirits would get every relative he ever had than to wear his arnus out hammering with a club on a board. It will be seen that Little Talk, under the enlightenment of civilization, would have been termed a misanthrope, misogynist, or some such person. He retired to the shade of the sallal-berry patch, and gathered great clusters of the sweet, insipid fruit. Presently he tossed a bunch to Boston. That unsuspecting brute sprang up with alertness, snapped at the flavorless offering, and, turning away, prostrated himself with a profound sigh. Under sufficient stress of circumstances, Boston would eat almost anything, but he drew the line at sallal-berries, and Little Talk knew it.

"That's the way Indians jump at promises from the father at Washington," observed the dusky gentleman, sardonically, "and they are worth just about as much." Some one had asked Little Talk why he did not tell his people what he thought of things in general. He had replied: "It is too much trouble to talk, and if it wasn't I could do no good. One man is only as one leaf in a forest. Suppose I were a leaf, and a hundred bears listened to my words, there would still be millions that never heard me." Little Talk was aroused from his meditations by the voice of a missionary calling "You, Tawky, come 'ere." The gentleman was sometimes called Tawky for short. "O, dam," remarked Tawky, leisurely, and then in a voice of louder pitch, "yes [nowitka], you bet!" "What did you quit hoeing for?" demanded the missionary. "For sallals." "I'll sallal you if you don't hurry!" ejaculated the wrathful employer. Just what meaning lay couched in this terrible threat neither could have determined, but Tawky reluctantly picked up the hoe. By-and-by he threw it down again, with the air of one who has made up his mind. "Tawky, you come 'ere, sir-r-r!" "Dam!" was the terse response. "What d'ye say to me, a minister of the gospel?" "I say damtater, I nod hoe!" The missionary was dumfounded. Tawky on a strike was a truly alarming spectacle. "What you stop for, my boy?" asked the preacher, stooping to cajolery. "Tired; ain'd your boy!" was the sullen answer. "Now, come, let us reason together. Don't you know that industry is the very foundation of civilization?"

Hoeing potatoes is one of the most healthful and important branches of industry." "Damhoe!" was the gloomy response. "Well, sir," sternly, "what do you intend to do?" "Wake leta." [Nothing.] "By Jove!" exclaimed the preacher, forgetting his cloth. Tawky deigned to offer a brief explanation, uncommonly lengthy for him: "I hoe all day efry day. Bimeby cold come. I cold jus' sem—bimeby I sick, I die jus' sem." Tawky waved his hand toward the world at large with just a shade of longing on the berry patch. "It's bedder I rest and ead sallals, next winter I col jus' sem, some time I die jus' sem," he reiterated. "But your soul, Tawky; your soul." "What you said?" "Your immortal soul, that spiritual essence, that invisible monitor, that—" "What you said?" The preacher thumped himself in the region of the diaphragm, and pointed upward. The savage nodded. "Everything all righd," he observed, struggling with English and liberal theology. "Ookook sohally Tyee hin yakah cumtux." [God has plenty of sense.] "Yes," admitted the preacher apparently with reluctance. "God knoweth all things." "But preachers and Indian agents," remarked Tawky, "are always trying to manage His business." Then he adjourned to the sallal-berry patch.



SALMON LEAPING UP THE KETTLE FALLS OF THE COLUMBIA RIVER, OREGON.

A COYOTE ROUND UP.

"You never saw the artistic way the Nevada wolves would round up the jack rabbits, I suppose," remarked Joseph Grandelmeyer, the old-time Nevadan. "It's the cleverest bit of strategy I ever heard of. There are several kinds of wolves all through the State, but the coyotes are by far the plentiest. In the Humboldt, Smoky and other valleys the coyotes form in military line, oftentimes along some old road, as I have most frequently seen them, and thus systematically go on a regular drive. They stretch out over a great area of country, the coyotes being stationed somewhere near a mile apart. Once they get sight of a jack rabbit his name is Dennis. He may take to the sage and elude the coyotes for a time. Fifty or a hundred coyotes can thus in a short time rake in a terrible lot of rabbits. If the coyotes are hungry it is about the rarest sport one can witness. They go at the hunt with so much ardor and with such perfect system. A coyote on his own account can usually forage successfully for feed. He is sly, like a fox, and, always with an eye out for number one; he generally has his belly full and lots of fat sticking to his

ribs; but if the weather has been bad and he gets separated from his fellows on a reconnoitering tour he may have a hard time of it.

In the sage brush a jack rabbit can generally manage to elude a coyote. He can get in and out quicker, while the coyote, being bigger, is delayed by the brush and can't get in and out like a rabbit. But after a lot of hungry wolves have held a council of war and decided to go on a hunt, it is time for the rabbits to hunt their holes. There is always music in the air about that time, and the weird howls of the wolves sound like a distant reveille. The rabbits seem to understand the situation, too, and scamper hither and thither over the plains and rolling hills. It is not long, however, till the wolves marshal their forces. They begin by making a wide detour over the hills, lessening the size of the circle as they advance, and holding all the rabbits they get in as skillfully as a fisherman handles his seine. The jack rabbits are all of a tremble when they see how their enemies have them hedged about, and jump helplessly into the air and utter pitiful cries. The wolves merely watch the sides warily, and look on vindictively, with tongues lolling out through their white teeth, and eyes sparkling, expressive of the knowledge that they

will soon have some fine eating. As the wolves draw nearer together the quick snap, snap of their jaws is heard as they snip the throats of their victims, and they fall dead from loss of blood. When every rabbit is killed the coyotes sit down on their haunches to a very comfortable banquet, and never let up until they have taken aboard so much rabbit meat that they can hardly stir. Then they slowly meander off to their homes, wherever they may be, and if there is a lot of rabbit meat left, as there may be, they put in an appearance again at stated intervals until the whole is consumed. After a lot of coyotes have had a talk, so to speak, and decided to go on a hunt, they will sometimes go to a rough region, where they know the rabbits abound, and lay siege for them in another way. Certain brigades will clamber upon the high rocks and hill tops surrounding a canyon, and

drive the game down into the depths below, other relays of wolves have previously been placed at the entrance and at the weak places. They oftentimes get a great many into a canyon in this way, and thus speedily finish them. It is generally in the very early morning that the coyotes sound their reveille which gives warning to the rabbits."

A PLAINT.

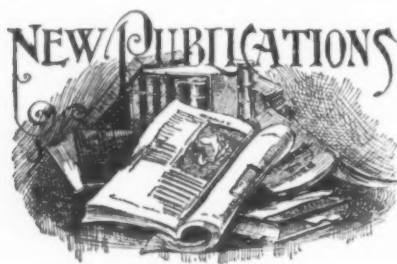
There was a young Jesuit priest,
Whose holiness daily incrist:
Says he, "Father McGlynn
Has committed great synn,
And the Pope ought to burn him, at liest."

"The Church, holy mother, once could
Have tenderly piled up some would,
Made a prayer for his soul,
Burned his body to coul,
And thus helped keep the world gould."

"But, alas!" here he heard a great sigh—
"Those holy old times have passed bigh,
And the heretic laughs,
And openly chaughs,
Or gives us a dig on the sligh."

Fort Assiniboine, Mont., April, 1888.

W. E. P. F.



The last issue of *Alden's Cyclopaedia of Knowledge and Language* is volume seven, extending from Calvin to Cevennes. It contains over 100 illustrations, and is devoted to topics in every department of human knowledge. The variety and comprehensiveness of the knowledge embraced within the scope of the work is very great. It is an ordinary cyclopaedia of universal knowledge and an unabridged dictionary of language in one. John B. Alden, New York. Price 50 cents per volume.

A Fortnight of Folly, is a bright little fanciful narrative of the doings and sayings of a party of authors who are invited by the millionaire proprietor of a new mountain resort hotel to occupy it for a month as the sole guests prior to its opening to the public. A good deal of keen but not ill-natured satire on writers and publishers is worked into the conversations. The author is Maurice Thompson, and the book is published by John B. Alden, New York. Price by mail 50 cents.

A Brief History of the Republican Party, is the title of a small volume of 155 pages just published by John B. Alden, New York. The author is E. V. Smalley, of St. Paul, and this is the third edition of the work, the first having been published in 1880 and the second in 1884. It is well illustrated with numerous portraits of Republican Presidents from Lincoln to Arthur and other party leaders. The aim of the author is to present the facts of recent American political history in a condensed form, without any of the rhetoric of ordinary political writing, and to make a book especially valuable to young voters. Sent by mail by the publisher for fifty cents.

In Lee and Shepard's forthcoming series of popular classics for home and school, one of the most instructive books upon subjects connected with the war of the revolution that has appeared in print has just been published. It is the third in the series, the preceding numbers of which are "Stories of American History," and "Noble Deeds of Our Fathers," and is called "*The Boston Tea Party and Other Stories of the American Revolution. Relating Many Daring Deeds of the old Heroes*," revised and adapted from Henry C. Watson. As a book to interest young people in the story of the American Revolution, it is attractive and educating. For sale by St. Paul Book and Stationery Co.; price 35 cents.

"Mexico, Picturesque, Political, Progressive," is the joint work of Mrs. Mary Elizabeth Blake, of Boston, and Mrs. Margaret F. Sullivan, of Chicago. Both ladies have attained a high position in American literature, and each has a distinct individuality of her own. Their observations during their journey were confined to no one thing, but were close, thoughtful and universal. They went to Mexico as newspaper correspondents and have succeeded in making a valuable addition to the rather profuse literature on that picturesque country which has come from the press since the extension of the American railroads into our Sister Republic has attracted travel thither. Published by Lee & Shepard, Boston, and for sale by St. Paul Book and Stationery Co.; price \$1.

The most marked tendency of literary effort in this country during the past few years has been in the direction of successful fiction. The old stereotyped phrase of English critics, "Who reads an American novel?" is now quite obsolete. American novels are

not only universally read in America, but many are reprinted in England and not a few have been translated into French to serve as feuilletons in the Paris newspapers. How rich and varied are the productions in this line of literary activity is strikingly shown by "Ticknor's Paper Series," consisting of thoroughly good, original novels of American life issued once a fortnight. Over forty books have already been published in this series and there is not a dull or commonplace one among them all. The latest is *A Mexican Girl*, a tale of life in the high Sierras, by a Colorado author, depicting the love-making of a New England schoolmaster and a Spanish-American senorita. For sale by St. Paul Book and Stationery Co., price 50 cents.

In a dainty volume entitled *The Poetry of the Future*, Prof. James Wood Davidson, of South Carolina, discusses the principles and form of poetry in a manner interesting to readers and especially interesting to writers of verse. The poetical, he says, is the beautiful and poetry is the poetical expressed in rhythmical language. Beauty he defines as a relation between the perceiving man and the object perceived. All objects are beautiful when perceived aright. Nature is an effect or a product of a spiritual power lying behind or above it. Beauty is a relation between man and the outer world—man being a spirit using a body with senses—which enables him to perceive and communicate with the spiritual counterpart lying always beyond or above the material. The poet is therefore one endowed to a high degree with the faculty of perceiving this spiritual or beautiful relation of things. In its form the author thinks that the poetry of the future will depend on rhythm and not on rhyme. Published by John B. Alden, New York. By mail, 50 cents.

The Kalevala, the great national epic poem of the Finlanders, which Max Muller, in his Lectures on The Science of Language, places by the side of the *Iliad* of Homer, is now for the first time, in complete form, translated into English, the translator being Dr. J. M. Crawford, of Cincinnati. It makes two octavo volumes, the poem being great in magnitude (nearly 23,000 lines) as well as in character. Apart from the literary merit of the poem, which is pronounced by critics generally to be extraordinary, it has a curious interest for American students of poetry because in it is seen the inspiration which enabled Longfellow to produce his famous Indian Edda, *Hiawatha*. Indeed, because of the close resemblance in many points, Longfellow was, by some critics, upon the appearance of *Hiawatha*, charged with plagiarism, though his friends claimed that he made no more than legitimate use of the literary material which the study of the language and mythology of the Finns gave him. The present edition will, for the first time, give readers the opportunity of investigation. The large and intelligent Jewish population in Northern Minnesota will be much interested in this translation of their great national poem. Published by John B. Alden, New York. Price of the two volumes in cloth \$2.00; half morocco \$2.50.

Fifty Years in the Northwest is a stout volume of 763 pages, written by W. H. C. Folsom, of Taylor's Falls, Minn., and well printed and bound at the office of the St. Paul Pioneer Press. Mr. Folsom is a fine type of the Western pioneer. He migrated from Maine in 1836 as a lad of nineteen, settling first at Prairie du Chien and a few years later in the St. Croix Valley, and witnessing in the half century embraced in his narrative the whole development of Wisconsin and Minnesota from an absolute wilderness, trodden only by Indians and a few white fur traders, into two great, populous, wealthy States. He is a close observer, has a thorough acquaintance with the region and the people he describes and writes in a clear, pleasing style. He has been conscientious and painstaking in gathering his material and has carefully sifted out the unessential from the mass. Thus his volume has real merit and must not be classed with the multitude of so-called local histories which are printed as business speculations and written to order.

Mr. Folsom takes as the nucleus of his work the St. Croix Valley, in Wisconsin and Minnesota, and branches out so as to embrace all Northern Wisconsin and all the old settled counties of Eastern Minnesota. The book is illustrated by numerous steel portraits of conspicuous pioneers. As a cyclopaedia of historical and biographical facts concerning the region it covers this work is valuable to the student of early Northwestern history and peculiarly interesting to all who have aided in the remarkable development of this most progressive section of the Union. It is sold by subscription only and intending purchasers should address the author at Taylor's Falls. Price \$5.00.

EDGE CUMBE.

When first I saw thy snow-crowned, shining dome,
Rising majestic from an Arctic sea
In Arctic night, more fair than day to me;
Methought no lamp to light the traveler home
Could fairer be than thou, snow mount Edgecumbe.
Mid forest islands of primeval pines,
(Whose shadows lengthen into darker lines),
Thou risest free and clear to all who come,
And sailors sailing on their lonely quest,
Watch not the rise of moon, nor stars nor sun,
Content to know their beacon light is one
Of whitest, purest snow upon thy breast.
And come the ebb and flow of rushing tides
This steadfast Pharos shines and surely guides.

What smouldering fires within thy breast are bound?
What sudden passion burst and rent thy crest
In ages gone, where now in quiet rest
Brave spirits in their happy hunting ground?
The moon grows pale and hides her sickly face,
The stars blink coldly in the icy sea
And ravens soar and croak incessantly;
But thou art cold and silent in thy place.

So runs the legend of the Sitka race—
"That brother unto sister spirit calls,"
When hoarse the raven's doleful voice is heard,
He pecks the fresh green herb from rocky walls,
And never more from out the darkened space
Of Edgecumbe's heart comes answer to the bird.

Sitka, Alaska, 1887. EMMA TAYLOR LAMBORN.

Mt. Edgecumbe is an extinct volcano, situated on the outermost island of the Sitkan Archipelago. Its symmetrical cone, rising 3,000 feet above the ocean, is covered with perpetual snow, and serves as a noted land-mark for vessels at sea. It is one of the most beautiful mountain peaks in Alaska.—[Ed. NORTHWEST MAGAZINE.

A DISTINGUISHED VISITOR.

'Tis not of warrior chief I tell, although my hero's clad
In coat of mail as bright as that which Cœur de Lion had.
And if that brave Plantagenet had shown but half his vim

The sword of wily Saracen had never daunted him.

The learned judge sweeps into court; we think he makes
a stir.

But bless you! half the folks in town don't know he
wears the fur.

And Tom, and Dick, and Harry, the schoolboys on the
street,

Don't know rich Banker Golden, if by any chance they
meet.

But when the object of my song comes quietly to town,
I promise you that all the boys will have it jotted down.
And all the men will know it, and all the women, too.
And e'en the local paper will have a line or two.

Where sits Astoria by the sea, where Portland greets the
wave,

Where gaily floats on inland stream the dug-out of the
brave,

The same reception's given, the same attentive care,

The noble Chinook salmon is welcomed everywhere.

NELS. W. DURHAM.

THE SWITCH TENDER.

Yet I glory to think I help to keep
His footsteps a little in pace,

For he thunders his thanks

As he rushes along

In the lightning speed of his race.

Yet methinks he knows,

As he looks at me,

Though shaped of clay as I stand

I can make him as weak

As a three hours' child,

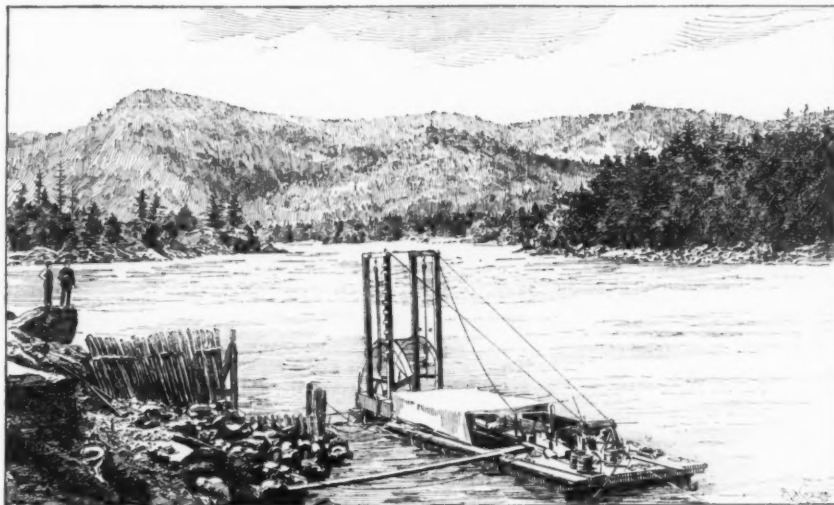
With a paltry twitch of my hand,

Philadelphia, August, 1888.

JACK R.

THE SALMON WHEEL.

The man who invented the Columbia River salmon-wheel was a genius. The laziest fisherman who ever baited a hook could ask for no easier way of landing fish. And only the fact that it can only be used at certain points on the stream prevents this machine from exterminating the salmon in one season. Imagine a common undershot wheel, with the buckets turned the wrong way about. This is set in a high, narrow flume near the bank of the river where the current is very swift. From the down stream end of this flume, extended outward, at an angle of forty-five degrees, are two upright fences, formed by pickets driven closely together into the bottom of the river, and wired to keep them from washing away. Just above the wheel (which is some ten feet in diameter,) at the up-stream end, is a platform, from which a box-flume runs to the shore. This is the machine. Now let us see how it works. When the salmon are running, as everybody knows, they come up the Columbia River by millions. The stream is very deep, and a large percentage always succeed in getting to the breeding grounds in safety. When salmon are running up a river, they are constantly on the lookout for small streams in which to spawn. Also, where the current is very swift, they are unable to make headway in the center of the stream and consequently seek the more quiet water near the bank. Of these two instincts, the inventor of the fish wheel took a mean advantage. At the Cascades, for instance, where the water is very swift, he sets his wheel. Here come the fish, hugging the bank by thousands, great black fellows, from two to four feet long, heading resolutely up stream. Nothing can turn them backward. That wonderful instinct of nature which insures the preservation of species is nowhere better developed than in a salmon. But in this instance it proves his destruction. Now they are just below that widespread fence. The current which is rushing through the flume and turning the big wheel at a lively pace attracts their attention. The upper fence, which sets nearly squarely across the stream, makes quiet water here, and this flow seems to come from the bank. This, to the salmon's mind, is evidently the mouth of a shallow creek. Here is a spawning ground to our liking, and up this little stream we will go. So they crowd up between the two narrowing fences toward the fatal wheel. The first fish reaches it, goes in with a rush to overcome the current, is caught by a bucket and up he goes high in air, while every bucket brings up another and another till there



A SALMON WHEEL ON THE COLUMBIA RIVER, OREGON.

is a procession of ascending fish. At the top the velocity throws the fish violently upon the platform, from which he shoots down the flume to a great tank on the shore. Here come the fish, crowding each other forward to that busy wheel. None can go under, nor to one side. None will go back. And once a school starts for a wheel, the owner can consider that he has a title deed to the entire lot. One wheel will run a cannery. Day and night, while the run lasts, they come flying up the wheel and shooting down the flume, in a continuous stream. Fortunately there are but few places on the river where wheels can be worked with this result. Where the fish can keep in the middle of the river few can be caught in this way. But the men who control these points are making fortunes. As it is, salmon are rapidly disappearing from the Columbia. Many canneries are idle this season, and the fishermen's prices per fish is rising every year. Surely, this engine of destruction is largely the cause.—*Livermore, (Cal.) Herald.*

HALIBUT FISHING IN THE PACIFIC.

The following is a telegram from Gloucester, Mass., to the *Boston Globe*:

David Q. Robinson, ex-mayor of Gloucester, and Samuel G. Pool departed this morning for Seattle, W. T., to look over the situation there relating to halibut. Capt. Solomon Jacobs has recently returned home from that vicinity where he has been fishing. He gives the most glowing accounts

of the possibilities of the Pacific fisheries. It will be remembered that Capt. Jacobs has his two Gloucester clipper schooners, the *Mollie Adams* and the *Edward E. Webster*, engaged in the North Pacific fisheries. He caught a trip of halibut, and for an experiment shipped a refrigerator carload to New York and other points, where they sold readily, being pronounced chunky fish, and it is only a matter of a couple of days' fishing to load up the vessel, get into port and load into a car alongside the pier and ship in all directions. The Pacific does not belie its name, and the fierce storms and loss of life, so sad a feature of our New England fisheries, are almost unknown there. In fact a rowboat often has to be used in getting the vessels to and from the fishing grounds which are nigh in shore. Capt. Jacobs is thinking of putting an auxiliary engine and propeller in his vessels. All these Pacific proceedings have been sharply watched by the members of the halibut companies here. Year after year the catch of halibut has become smaller. Vessels have been compelled to go farther and farther in search of them in dangerous seas.

When, therefore, Jacobs developed the teeming Pacific, new fields were opened. A trip of halibut caught 700 to 1,000 miles away from port on the Atlantic cannot under the most favorable conditions reach this port inside of seven or eight days, and most frequently two weeks are consumed in getting it to market. Added to this is the time consumed in distribution to the consumer, and this fresh fish is from three to seven weeks out of water. It is possible now to put fish in New York from Seattle within a week. The companies here have organized a complete system of distribution all over the United States, and control this last branch of the business, and when this new field was opened it boded no good to them. When Captain Jacobs was on his way home, at Chicago and other points he made arrangements with several parties, who promised to take all the fish he would send them.

FISHING FROM A BEDROOM WINDOW.

A person sees a good many strange things in this world, but we believe one of the oddest scenes ever witnessed was last Sunday evening while strolling along the streets of Astoria. In one of the upper rooms of a tall, lank looking hotel, near the O. R. & N. dock, were two men sitting, holding a fish pole, attached to which was a long line. It dropped into the water surging about the foundation of the building, and ever and anon, the bold fishermen would yank in a sea bass of goodly proportions. The room in which they were sitting was occupied as sleeping apartments by the twain, and whether they were fishing for their supper or for pastime, we did not inquire. It is the first time we ever witnessed fishing from a bedroom window.—*Pacific Journal.*



A LONE MONGOLIAN FISHERMAN, ON THE COLUMBIA RIVER, OREGON.

INFORMATION RELATIVE TO MONTANA.

Matters of Interest to Intending Settlers in that Prosperous Territory.

Montana is attracting a great deal of attention at present on account of the steady development of its gold and silver mining industries, the growth of its live stock business, the building of new railroads, the prosperity of the towns and the healthful and agreeable climatic conditions of the Territory. Numerous inquiries are made by letter and in person at the office of THE NORTHWEST MAGAZINE. These inquiries cover all important matters on which an intelligent intending settler desires to be informed. To answer them in a brief and straightforward manner this article has been prepared. The information it contains is recent and accurate and it is believed will meet the needs of thousands of people who are considering the question of emigrating to one of the most prosperous and progressive regions of the Northwest.

Question.—What is the size of Montana?

Answer.—Montana is the third largest Territory of the United States, Alaska being first and Dakota second. Its area is 143,776 square miles; its average length from East to West is 600 miles and its average width from North to South is 275 miles.

Q. What is its elevation and what is the general character of its surface?

A. Nature has divided Montana into two grand Divisions the eastern part is a rolling plains country having an average altitude of 1,800 feet with isolated mountain groups and ranges rising to a height of from 6,000 feet to 10,000 feet. Western Montana is entirely covered by the numerous spurs and ranges of the Rocky Mountain system and the valleys lying between them. The altitude of the valleys is from 5,000 to 14,500 feet and that of the highest mountain peaks is about 11,000 feet above the sea level.

Q. Is there much good farming country?

A. Farming lands are found only in the valleys, but many of these valleys are extensive and exceedingly fertile; crops are raised by irrigation only except in a few limited localities where the rainfall is exceptionally heavy.

Q. What are the names of the principal agricultural valleys?

A. The Yellowstone, the Tongue, the Powder, the Rosebud, the Judith, the Milk, the Teton, the Sun, the Upper Missouri, the Gallatin, the Madison, the Jefferson, the Deer Lodge, the Flint Creek, the Bitter Root, and the Clark's Fork. In all these valleys farming is carried on with profit and there is plenty of room for more people to engage in the business.

Q. Of what use is the land which cannot be irrigated, because of its altitude or of its remoteness from streams?

A. With the exception of the forest covered mountain sides this land is all valuable for grazing. It is covered with a natural growth of bunch grass and supports immense herds of cattle, flocks of sheep and bands of horses. Speaking in a general way all of Eastern Montana is a grazing country and also all the foothills and bench lands in Western Montana lying between the irrigable valleys and the timber on the higher mountain slopes.

Q. Is irrigation an expensive method of farming?

A. No, the country is well watered by streams fed from springs and melting snows in the mountains and to conduct the water upon land favorably situated for irrigation is not an expensive operation. When once the main ditches are dug the cost of flooding the fields two or three times in the season is trifling and is much more than repaid by the heavier yield of the crops grown by rainfall in the East. For example, the Montana farmer is sure to get from thirty to forty bushels of wheat to the acre and from sixty to 100 of oats, whereas half these yields would be considered good crops in the East. Another advantage enjoyed by the valley farmers in Montana lies in the fact that the adjacent foothills are open, unclaimed government land on which their stock can range the year round without expense. All farmers find it to their advantage to engage to some extent in stock raising.

Q. Where is the market for Montana grain?

A. It is all consumed in the towns and mining camps in the Territory, which also afford an excellent market at good prices for all other farm and dairy products.

Q. What is the nature of the cattle business?

A. It is of two kinds Ranch and Range: Ranch cattle are looked after by their owners, are kept within a moderate distance of the ranches and are fed with hay during the severe weather of the winter. range cattle run at will on the plains and foothills and are rounded up by associations of cattlemen twice a year, in the spring for branding the calves and in the fall for separating the beef steers from the herds and shipping them to eastern markets. The range cattle business is still a very extensive industry, but with the taking up of lands along the streams the tendency is more and more in the direction of small herds owned by ranchmen. Nevertheless the very large part of Eastern Montana will always remain an open range country.

Q. Is Montana a good country for sheep?

A. One of the best in the United States. Millions

of pounds of Montana wool are annually shipped to the east. The fleeces are heavier, the wool is a better quality and commands a better price than that grown in the more southern territories. The flocks run on open ranges guarded by shepherds and dogs. In winter they are brought into the home ranches and fed on hay only during the short periods of deep snow or of very inclement weather. During most of the winter the sheep pick up a living from the bunch grass on hill slopes where the wind blows off the snow. Sheep raising is a safe and profitable business in Montana.

Q. What about raising horses for shipment east?

A. This is a business which is growing steadily. There are a number of large horse ranches where Kentucky trotting stallions and English and Norman draft stallions are used for breeding with native mares. Montana horses have already established a reputation for speed and endurance. The comparatively thin air gives them good wind and their free range on the open pasture lands gives them sinewy, symmetrical frames and hard hoofs.

Q. Is gold and silver mining extensively prosecuted?

A. The mining resources of Montana are being steadily developed and the output of the precious metals increases every year. In 1887 it was over \$25,000,000. Now that railway facilities are extended to most of the mining districts the opportunities for making money in mining in Montana are better than ever and a great deal of new capital is being invested in the business.

Q. Is placer mining for gold still carried on?

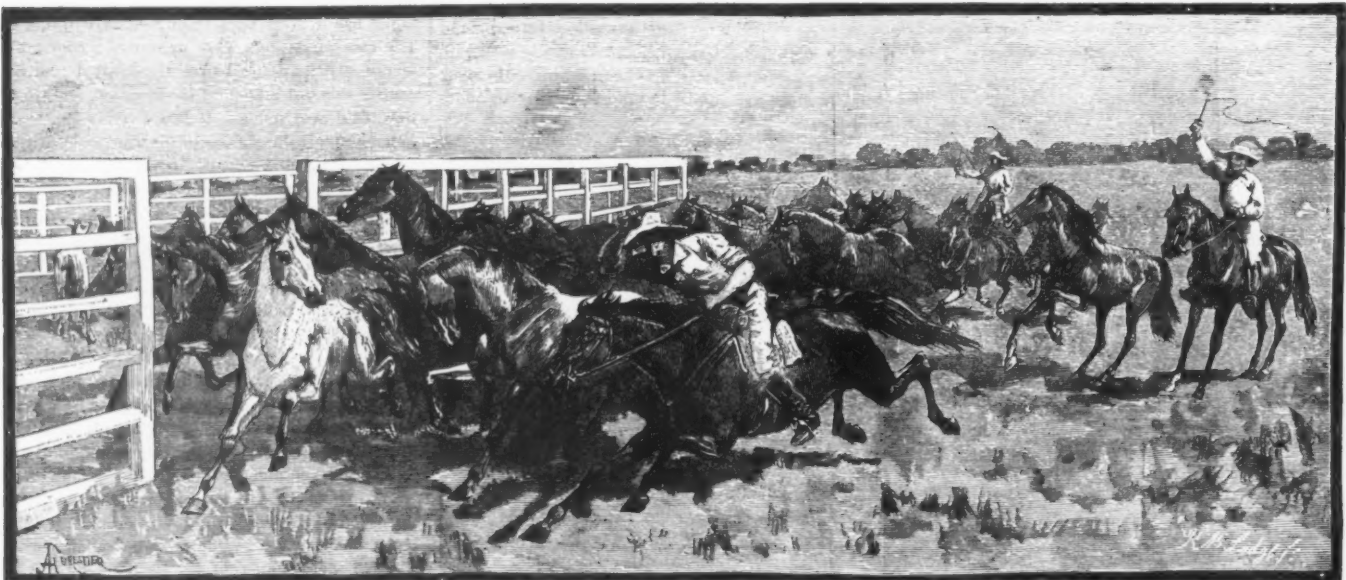
A. All the rich placers were long ago worked out, but considerable gold is still obtained by hydraulic mining and by sluicing. The returns are not so great, however, as to tempt many people to go into the business. The great successful mining enterprises of the present day consist in extracting silver, gold and copper from ore-bearing rock.

Q. Are there still opportunities for getting possession of good paying veins?

A. Yes, both by prospecting and discovery and by purchase from prospectors, who as a rule lack capital to develop their discoveries. Mining claims have often been purchased for a few hundred dollars, which when developed by tunnels and shafts have yielded great fortunes.

Q. Beside mining, stock raising and irrigated farming what other important resources does Montana possess?

A. There are immense forests of pine in the western part of the Territory and lumbering is already an extensive business. There are numerous coal fields, and a good quality of hard black, bituminous coal is



HORSE RAISING IN MONTANA.—CORRALING A BAND OF HORSES.

mined in the upper Yellowstone Valley near Livingston, on the western slope of the Belt Mountains near Bozeman and at other points. A very extensive coal field on the Clark's Fork of the Yellowstone will soon be developed by the building of a branch railroad. The Livingston coal is coked for use in the silver furnaces at Toston and Butte. Excellent granite and sandstone for building purposes are quarried at various places in the Territories.

Q. What kind of a climate has Montana?

A. A healthful and agreeable climate. The winters in Eastern Montana are considerably milder than those in Dakota and Minnesota and are still milder in Western Montana. The influence of the warm chinook wind from the Pacific Coast is felt to a considerable extent in breaking up the spells of cold weather and melting the snows. The snowfall is not nearly so heavy as in such Eastern States as New York and Pennsylvania. The summers are characterized by very light rainfall, almost continuous sunshine and cool mountain breezes. It is never uncomfortably warm in the shade and one or two blankets are always needed at night. The air has a stimulating quality which is highly beneficial in most cases of illness and general debility. The undesirable effects of high latitudes such as are experienced in the mountain districts of Colorado are not felt in Montana. Denver is 5,100 feet above the sea level and most of the Colorado valleys have an altitude of over 5,000 feet. The average altitude of Colorado is 7,000 feet and of Wyoming 6,000, whereas the average altitude of Montana is only 3,000 feet, that of Helena east of the Rockies being 3,900 and Missoula west of the Rockies 3,200 feet.

Q. What are the railway facilities of the Territory?

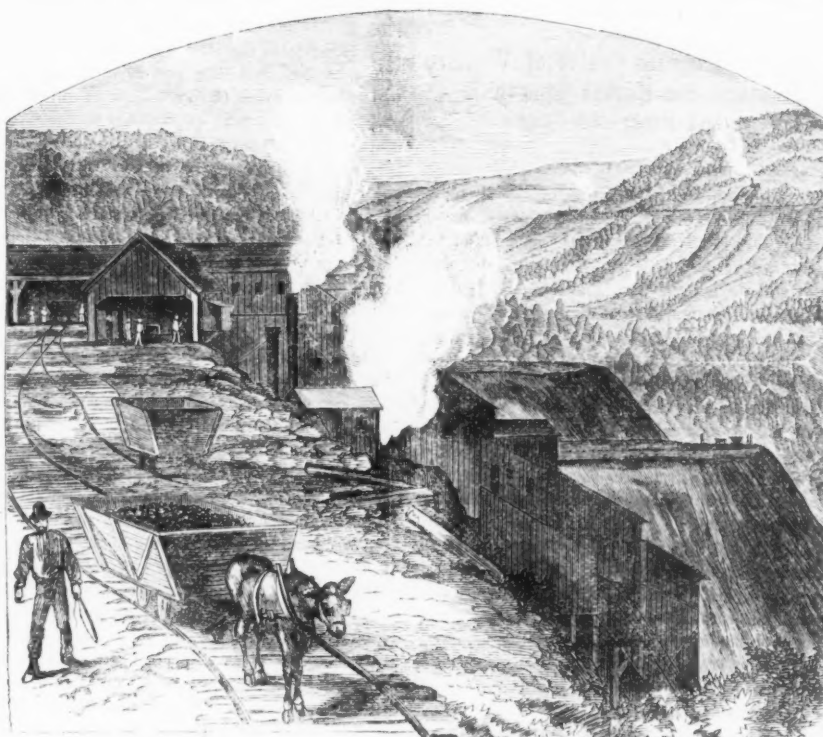
A. They are remarkably good for a new country. Every important town, mining district and agricultural valley is now reached by rail. The Northern Pacific is the great trunk line of Montana, entering the Territory in the southeastern corner, leaving it at the northwestern corner and throwing out numerous branches. In all the Northern Pacific operates over 1,000 miles of road within the Territory and is constantly extending its lines. Other roads are those of the Union Pacific, which runs through Western Montana as far as Butte; the St. Paul, Minneapolis and Manitoba running to Great Falls on the Upper Missouri and the Montana Central from Great Falls to Helena and Butte.

Q. Are there any navigable rivers or lakes?

A. The Missouri is navigable as far as Fort Benton and the steamboats run regularly from Bismarck to that town during the season of navigation. The Missouri is also navigable for about 150 miles above the falls. The Yellowstone is a navigable stream for about 300 miles, but no boats are run upon it at present. In Northwestern Montana, Flat Head Lake is a beautiful sheet of water about fifty miles long. Steamboats navigate it and also run up the Flat Head River for a few miles from its mouth in the lake. Most of the streams in Montana run through mountain regions and are too swift to admit of navigation.

Q. Has Montana any special advantages as a health resort?

A. Yes, it has decided advantages; in the first place its climate is almost certain to have a beneficial effect upon invalids, the mountain scenery is grand and inspiring and interests and elevates the mind, thus aiding to produce a favorable condition for recovery from illness. Then there are numerous mineral springs with strong remedial qualities. The most frequented of these springs are Hunter's Hot Springs, in the Yellowstone Valley, on the slopes of the Crazy Mountains, three miles from Springdale Station on the Northern Pacific railroad; Matthews Warm Springs, eight miles from Bozeman; the Helena Hot Springs, three miles from Helena; the Alhambra Hot Springs, and the Boulder Hot Springs, reached by branch railroad from Helena; the White Sulphur Springs, on the eastern slope of the Belt Mountains reached by a days stage ride from Townsend on the Northern Pacific Railroad, and the Warm Springs, a few miles



A MONTANA MINE.

from Deer Lodge on the Montana Union Railroad. At all of these places good hotel accommodations will be found and also comfortable bathing facilities.

Q. Where is the Yellowstone National Park located?

A. It is principally in Northern Wyoming and laps over a little into Montana. It is reached by the Northern Pacific main line to Livingston and thence by branch fifty miles long to Cinnabar on the Northern boundary of the Park. From Cinnabar there is an excellent stage service to all points of interest in the Park. The hotel accommodations are good and the cost of travel and living in the Park is moderate.

Q. What are the principal Montana towns?

A. The two largest towns are Helena, the capital of the Territory on the eastern slope of the main divide of the Rocky Mountains, and Butte, the chief mining town located high up on the western slope of the divide. These towns have each a population of about 15,000. Helena is the commercial, banking and railroad center and Butte is the most important mining town in the world. In the Yellowstone Valley the towns are Glendive, population 1,500; Miles City, population 2,500; Billings, population 2,000; Livingston, population 2,000. Bozeman in the Gallatin Valley has a population of 3,000. Townsend in the Upper Missouri Valley has 1,000 inhabitants. Fort Benton at the head of navigation on the Missouri, has a population of 2,500, and Great Falls above the Falls of the Missouri has 2,000. West of the Rockies the large towns beside Butte are Anaconda, a copper smelting town with 2,000 people; Deer Lodge, population 1,500, Phillipsburg, population 1,000, and Missoula population 2,500. There are many other growing towns of smaller size, such as Forsyth in the Yellowstone Valley; Lewistown in the Judith Basin; White Sulphur Springs at the head of Smith River Valley; Virginia City, an old mining town; Boulder in the Boulder Valley; Wickes with important silver reduction works, Dillon in Southwestern Montana; Stevensville, Victor and Grantsdale in the Bitter Root Valley and Horse Plains in Northwestern Montana.

Q. What is the condition of society? Is there any lawlessness or disorder?

A. Not nearly so much in proportion to population as in the Eastern States. The great majority of the population is composed of intelligent, law abiding people and life and property are safer than in the

large cities of the East.

Q. Are there good facilities for educating children?

A. Common schools are liberally supported by taxation and the school lands consisting of two sections in each township, which will come into the possession of the Territory as soon as it is admitted as a State will produce a large permanent revenue. There are a number of institutions of higher education already established.

PRESENTING A GINGER-BREAD HEART.

Bon jour, mon amie: I trust your repose
Last night was most charming and "couleur de rose;"
Full of rose colored visions, and all that, you know,
Not the pale yellow kind, but the bright "Jacqueminot;"
And I hope that you're feeling as you did hier soir,
Quite free from all touch of "les papillons noirs."

In Lucile it is written—the lecture on dinner—
How runs it?—lets see—"earth's luckiest sinner?"
No; the line above ends with "music and art"—
"We may live without conscience and live without heart;"
That's the line, a sermon from text "il faut manger,"
The moral is "hash," when labeled "sans danger."

To return to our muttons. With infinite art,
You informed me last night you were lacking a heart;
And begged my advice as to how you might fill
The item that nature left out of your bill,
While suggesting, as good for all kinds of weather,
A stout canvas covered one made of sole leather.

The one I proposed I thought would be tougher,
In fact could be used as a species of buffer,
Upon which the best shafts of our little friend, Cupid,
Would fall flat as a jest on the brain of some stupid.
So I've sought high and low, your want to supply,
Quite willing to steal, beg, borrow or buy.

I have found it at last; it's your friend in knead,
And a well-bread friend is a friend indeed;
For although not "bread in the bone," this flour,
Which has "blushed unseen" this many an hour,
Will prove tougher than leather in daily use.
And, when hearts are trumps, you can play the deuce.

W. E. P. FRENCH,

Fort Assiniboine, Mont., July, 1888.

MISSOULA.

The Natural Business Centre of Western Montana--Its Recent Growth and Prospects.

BY E. V. SMALLEY.

In Western Montana the location of the towns is determined by the valleys. The whole country is covered by lofty mountain ranges between which lie many smiling, verdant valleys, where a rich soil and a genial climate reward the labors of the farmer. These valleys are hemmed in by the swelling, grassy slopes of the foot-hills, on which herds of cattle, flocks of sheep and bands of horses graze the year round, and above the foot-hills rise the pine-clad mountain slopes, culminating in abrupt peaks and ridges of naked rock where the snow lies in broad bands and patches the whole summer through. The valleys abound in swift, cold streams, flowing over pebbly beds and furnishing innumerable water-powers and countless haunts for trout. Along the margin of the streams grow thickets of alder and cottonwood trees and great natural gardens of rose bushes. It is a flowery land. Besides the roses which grow in great profusion, there are wild syringia bushes near the brooks and along the roadsides, wild sun flowers and wild geraniums everywhere in the pastures and a multitude of blooming shrubs and plants for which there are no names save the latin ones found in the botanies. Where the valleys converge, or broaden out so as to give room for considerable settlements of farmers, or where mines are worked, there the towns are found.

The largest of the farming valleys is the Bitter Root, taking its name from its river and from the high mountain range which forms the western boundary

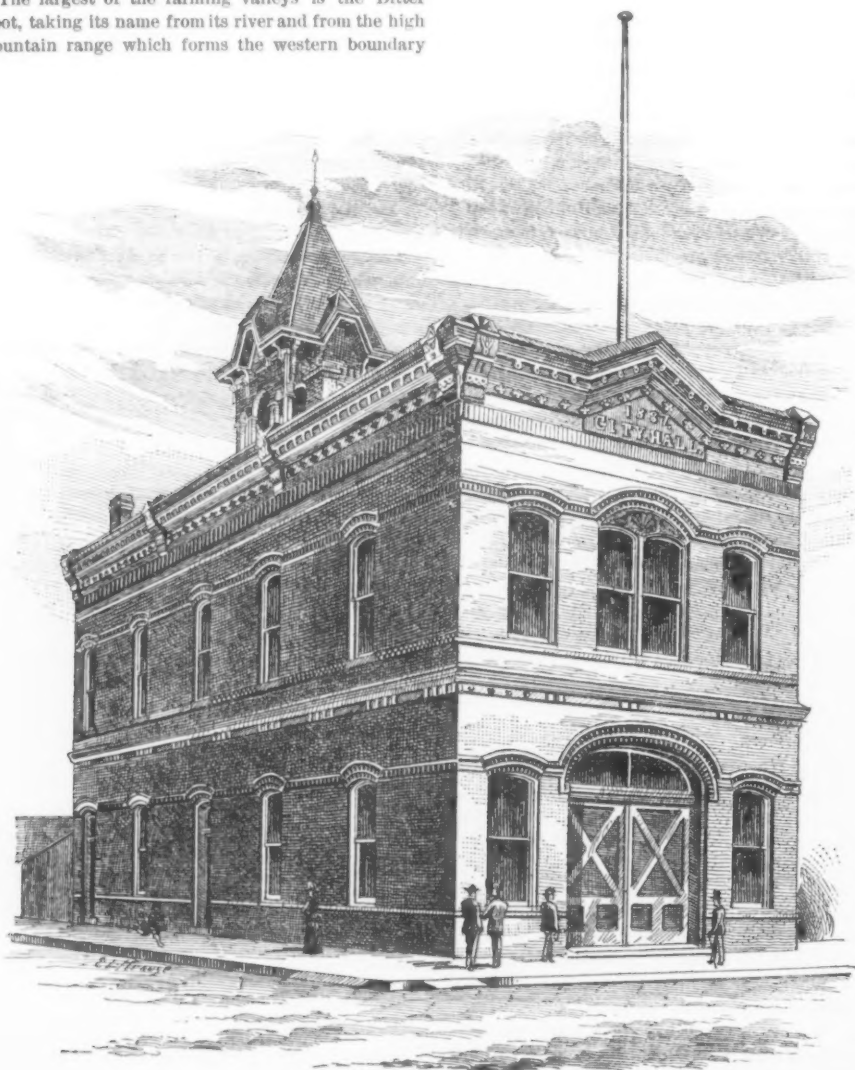
of Montana. This valley is about a hundred miles long and from three to ten miles wide. The Bitter Root River joins the Hell Gate and the two form the Missoula, but Hell Gate and Missoula are both only local names for the Clarke's Fork of the Columbia, which is the chief river of Western Montana, making a deep crease all across the country, and receiving all the streams. In places the valley of this river widens out so as to make broad, level areas of irrigable agricultural lands, as at Deer Lodge and below Missoula, and in others it narrows to a defile, as in the Hell Gate Canyon, above Missoula. The junction point of the Bitter Root with the Clarke's Fork was marked by nature for the site of a large town. Even at the earliest period of settlement of Montana this was a meeting point for miners' and trappers' trails, and a trading post was established when the goods had to be packed on the backs of horses from the navigable waters of the Columbia more than six hundred miles distant. On one side lay the hundred miles stretch of the Bitter Root Valley, where farmers established themselves soon after the first gold was found; on another the Hell Gate canyon gave access to the first gold mines on Gold Creek and the first silver mines at Phillipsburg, and further east, by passes in the Main Divide of the Rockies, to the rich placers of Alder Gulch and Helena; in another direction the Blackfoot Valley opened up a road to the heart of the Rockies and to many mining camps; in still another spread out the farming and grazing lands along the Missoula River and ran the Mullan Military Road, on its way across the western mountain wall to the plains of the Columbia Basin and to the trading town of Walla Walla; and finally, making a short cut

across the Coriaca Defile ran the old Hudson's Bay Company trail to the posts in the Colville Valley and the Flathead Country. The first settlers, coming with the tide of adventurous gold hunters from the Pacific Coast, saw that here was a spot where a town was sure to grow up. Added to its evident advantages as a meeting place of valleys and trails was the perfect lay of the ground for town building. A broad, gravelly plateau, high above the river, sheltered by picturesque mountain ranges and easily supplied with water for irrigating purposes from a large creek, offered an almost ideal town-site. Here was good drainage, ground that would never make muddy streets, abundance of pure water, timber close at hand on the mountain slopes for fuel and building, and a climate mild enough for fruit to ripen and yet having the exhilarating air of high mountain regions.

The Northern Pacific, in constructing its road across Montana, followed the old Indian trails all the way. Where the Indians crossed the mountain ranges on their ponies, to hunt the buffalo on the plains, were found to be the best passes for the lines of the engineers. So the road came down the Hell Gate Canyon, after crossing the Main Divide at the Mullan Pass, and when the track emerged from the canyon on the sunny Missoula prairie a town of a thousand habitants was already in existence there. For the early efforts to create this town honor is due in an especial degree to three of the first settlers—Capt. Higgins, the veteran merchant of the place, Frank Worden, his partner, who died last year much lamented by his fellow citizens, and Major McCormick, now the editor of the *Missoula Gazette*. These gentlemen originally owned pretty much the entire townsite and they stood by the town through thick and thin in all its struggles to get a foothold in the wilderness. Another potent influence in aid of the growth of the place was the establishment, years before the advent of the railroad, of the big mercantile establishment of Eddy Hammond & Co., which brought in heavy stocks of goods in all the lines required for farming and mining trade and maintained a concern extensive enough for a city of fifty thousand people. This naturally tended to draw business to the then remote frontier town from all the mines, ranches and farms for a hundred miles around and confirmed the position of Missoula as a regional trade center. Other stores came in time, but the big department store of Eddy, Hammond & Co., recently made a stock corporation under the name of the Missoula Mercantile Co., and the pioneer concern of Worden & Co., now the Murphy-Worden Co., have always kept in the lead.

A military post, named Fort Missoula, was established by the Government on the Bitter Root three miles distant from the town about ten years ago, to protect the settlers from the Indians, and has been maintained ever since. This has been an important factor in the prosperity of the place. A flouring mill and a saw mill were put up at an early day, the prosperous mining camps made a demand at high prices for the cattle and grain of the farmers and Missoula was a thriving village when the nearest railroad in an eastern direction ended at Bismarck, more than a thousand miles distant. The settlers in the town and in the neighboring valleys were a sturdy, courageous, self-reliant people, sagacious in avoiding hostilities with the Indians and enterprising in pushing their business affairs.

About ten years ago the Indians in Western Montana were all concentrated upon the Flathead Reservation, with the exception of about a score of families which took lands in severalty in the Bitter Root Valley. These tribes, the Flatheads, or Selish, the Pend d'Oreilles and the Kootenais, are kindred in speech. Under the guidance of the Jesuit missionaries, who planted their missions of St. Mary's and St. Ignatius nearly forty years ago, they have made marked progress in civilization and now rank with most advanced tribes in the West. They live in comfortable log houses, cultivate fields of wheat, oats and potatoes, and raise horses and cattle for sale. Their



MISSOULA.—THE CITY HALL.



MISSOULA.—THE FLORENCE HOTEL.

children are taught in the mission schools and they are nearly all members of the Catholic communion. A good deal of credit for this remarkable change is due to the efforts of the Agent for the Flathead Reservation, Major Peter Ronan, who has wisely been kept in office for nearly twenty years by all administrations at Washington, and who understands Indian character thoroughly. The Reservation begins about twenty miles north of the town and occupies an area of valleys and mountain ranges about equal in extent to the State of Connecticut. This large stretch of country is by no means a blank like so many of the reservations, so far as business for a town is concerned. The Indians have money from the sale of their cattle and horses and are good customers at the stores. Between the Reservation and the British boundary there is a considerable extent of rich valley lands along the Flathead River, fast settling up with white farmers, who raise heavy crops without irrigation. Two steamers on Flathead Lake are supported by the trade of this valley and goods and farm products are hauled across the Reservation from and to Missoula.

When the Northern Pacific trains began running through Missoula the town did not at once take a long step ahead, as most of its citizens expected it would do. The fact that

the passenger trains went through in the night both ways was greatly against the progress of the place. Travellers and home-seekers could see nothing of the inviting farming and grazing lands lying on two sides of it. Growth was slow until about a year ago, when two events occurred to give the town a powerful forward impetus. One of these events was the alteration of railroad time tables so that the trains passed in the day time. The other was the construction of the Bitter Root Valley Railroad, which, leaving the N. P. main line, runs up the valley to Grantsdale, fifty miles, and will soon be extended to the head of the valley. A new era dawned for Missoula in 1887. Since then the character of the

soon prove sources of wealth. Real estate began to come into demand for improvement and investment. Vigor and buoyancy took the place of the old time slowness and conservatism.

MISSOULA'S SOLID ADVANTAGES.

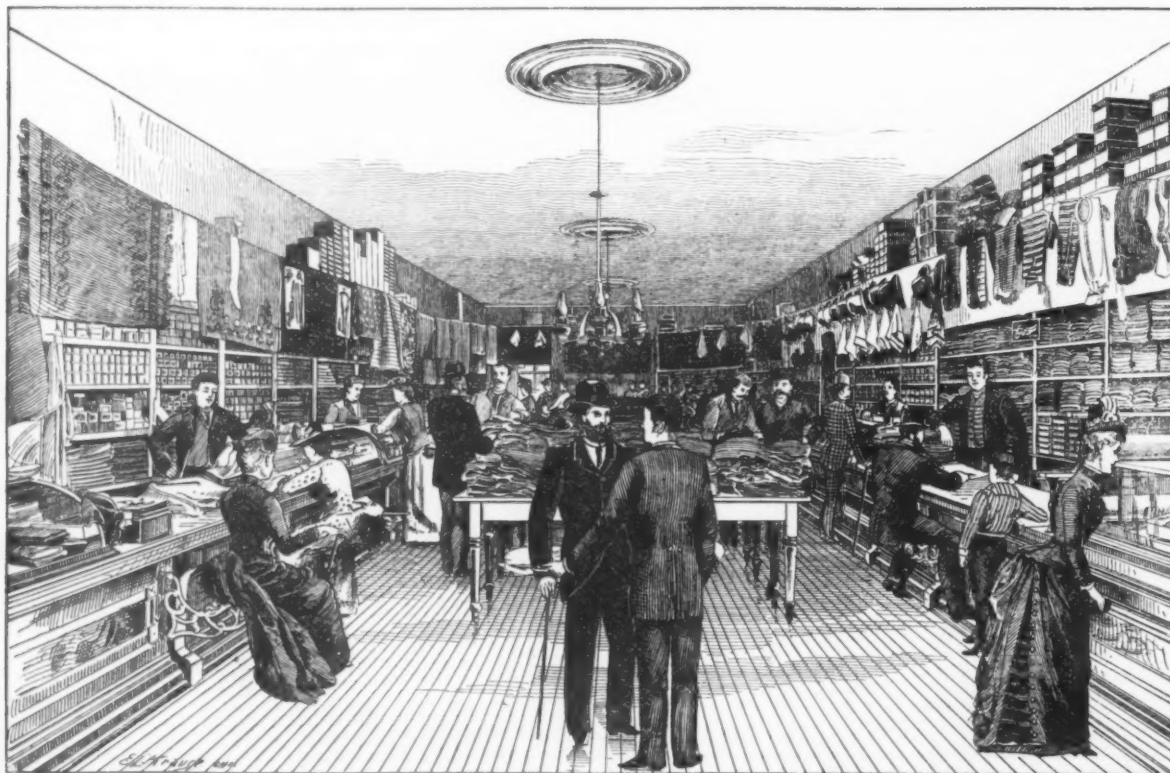
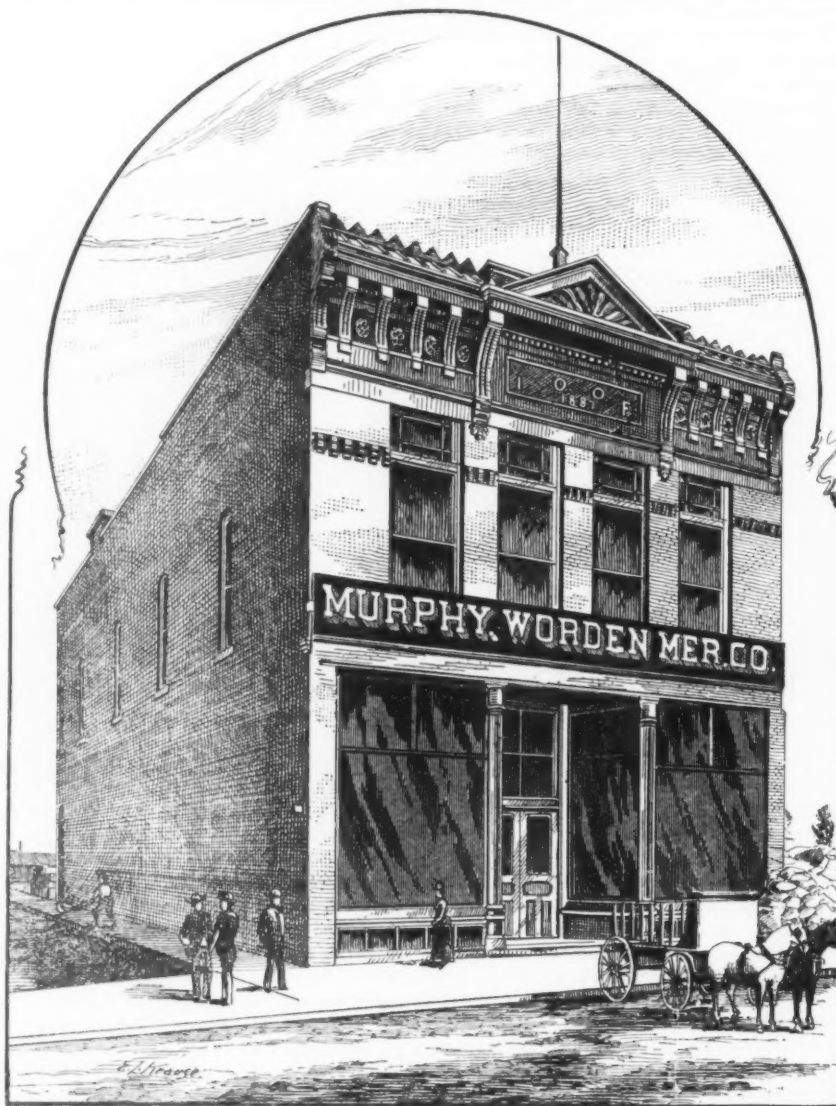
The new Missoula has already about 2,500 people. Let us now look a little in detail into its special advantages for continued growth. In the first place it is the only town in Western Montana that has an extensive farming region at its back, inviting immigration. The Bitter Root Valley has room for thousands of farmers in addition to its present population. Its



MISSOULA.—HEADQUARTERS AND STORES OF THE MISSOULA MERCANTILE COMPANY.

altitude above the sea level is only 3,000 feet, which, with its situation in the western part of the Territory where it feels the warm breath of the Chinook wind much more than do the valleys on the eastern side of the Rockies, assures it a mild winter climate adapted for fruit growing and gardening as well as for grain and cattle. Apples, plums, cherries and all small fruits flourish. Innumerable clear and swift streams flow from the gorges in the mountains and give a plentiful supply of water for irrigation which never fails in the dryest summers. The products of this valley do not need to seek distant markets in the East, for there is a steady demand for them in such cities as Helena and Butte and in numerous mining towns. For mixed farming and stockraising the valley is a thoroughly good country and its inhabitants are prosperous and contented. Other farming districts of smaller extent in the vicinity of Missoula are the broad valley of the Missoula River below the town, the valleys of the Big Blackfoot and the Rattlesnake, the upper Flathead Valley before mentioned, the Horse Plains Country on the Clark's Fork below the Reservation and the narrow valleys of many small streams. In fact almost everything in the way of tillable land in Northwestern Montana is directly tributary to Missoula, as well as all the mining, lumbering and stockraising industries of this extensive region. Missoula has absolutely no rival, and the conformation of the valleys is such that no considerable town can possibly grow up within a hundred miles of it. This is a strong feature of its situation as a trade center. Whatever of growth there is in store for Western Montana, in farming, mining, lumbering and stock raising, must tend to the immediate advantage of Missoula, and whatever new towns may arise, like Victor, or Grantsdale, in the Bitter Root Valley, increase her trade instead of dividing it.

A source of wealth for Missoula scarcely yet touched is the veins of the precious metals which streak the mountain sides. Mining operations in the Bitter Root Valley are being steadily extended and new discoveries are now inviting capital. The rich Cœur d'Alene mineral belt has recently been found to extend to the eastern slopes of the mountains, along the St. Regis de Borgia River, which flows into the Missoula River about fifty miles below the town and a branch rail-

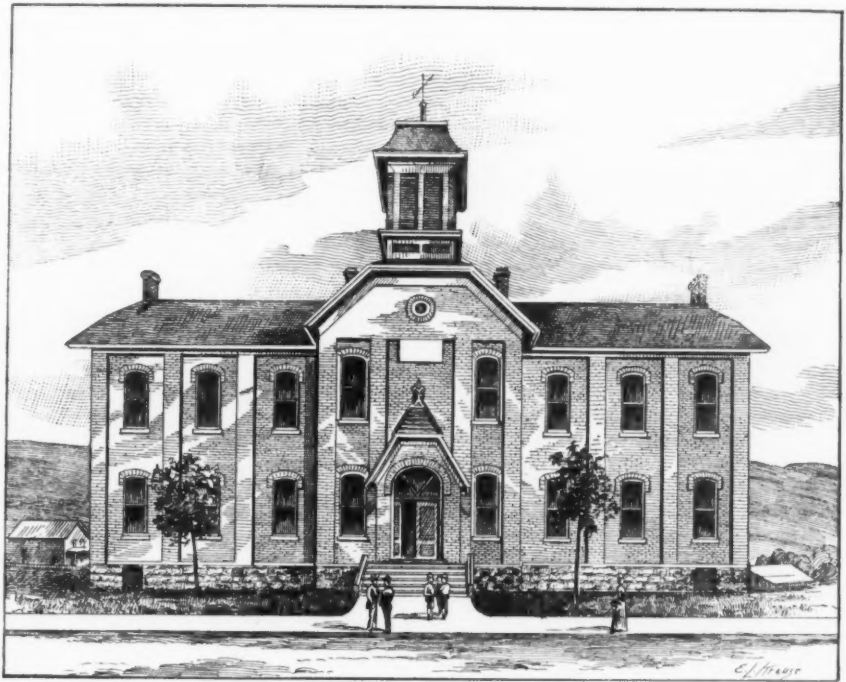


MISSOULA.—WAREHOUSE AND INTERIOR VIEW IN DRY GOODS DEPARTMENT OF THE MURPHY-WORDEN MERCANTILE CO.

road to the Cœur d'Alenes by this route is already talked of by the Northern Pacific management. There are good veins of ore, also, on the Big Blackfoot, the Hell Gate, the Clarke's Fork and other streams within the area of Missoula's tributary country mining in Montana is destined to a great development. The Territory is now producing an annual output of over \$25,000,000 of the precious metals, but nine-tenths of this great yield is taken from a few mines near Helena, Butte, or Phillipsburg. All observant mining men look for the working of the veins in Western Montana as the

next marked feature in the progress of this industry. It was this development that Marcus Daly, the well-known manager of the great Anaconda mines and works, had in view when he predicted a year ago that Missoula would in a few years become an important city.

Another and a very important point of advantage for Missoula in reference to its future growth lies in the fact that the position of the Rocky and Bitter Root mountain passes and the direction of the valleys is such that any further railroad building in Western Montana must necessarily work to its benefit. No new road could very well avoid the place, even if its business importance were not sufficient to command attention from railroad managers. Thus if a new road should start from Eastern Montana on its way to the Pacific Coast the best unoccupied pass in the Main Divide is at the head of the Big Blackfoot River, which would bring the road down to Missoula. If a new road should start westward from Butte it would either have to parallel the Northern Pacific down the Hell Gate Canyon, or cross the mountains at the head of the Bitter Root and come down that stream to Missoula. Or in case the Northern Pacific should determine to shorten its main line and throw it through the Cœur d'Alene mining district instead of going around by Lake Pend d'Oreille, Missoula would be the only possible point of departure from the present line, the route being up the St. Regis de Borgia and down the South Fork of the Cœur d'Alene River. A good route for a profitable road may some

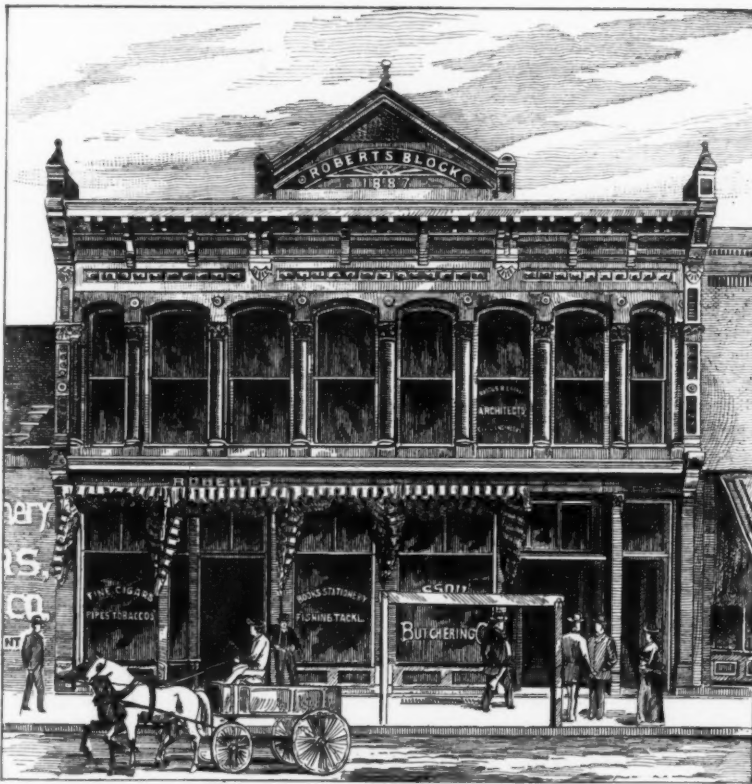


MISSOULA.—PUBLIC SCHOOL BUILDING.

ber for this purpose is constantly increasing with the extension of the mining industry. The business management of all the mills is in Missoula and their pay rolls go directly to increase the trade of the town.

MISSOULA'S SCHOOLS.

The Public Schools of Missoula have all the facilities for effective work that are found in the best

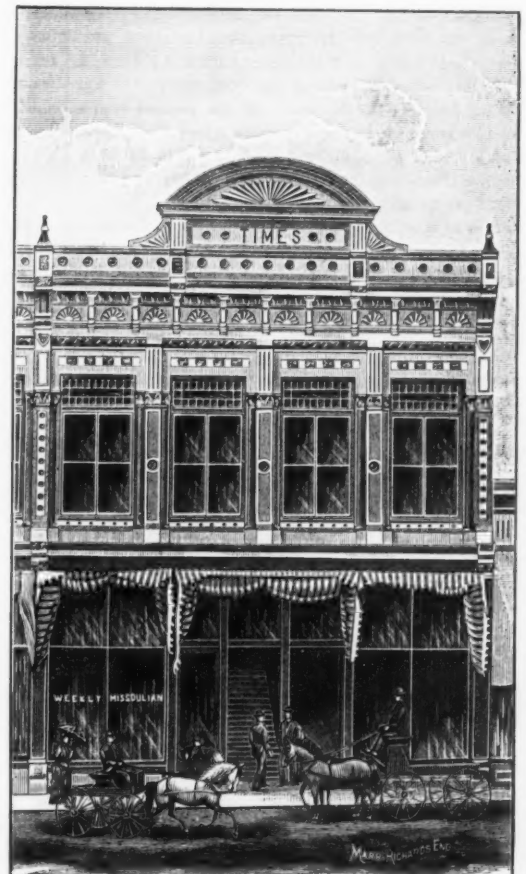


MISSOULA.—THE ROBERTS BLOCK.

day be found across the Bitter Root Mountains and down the Clearwater River to Lewiston, Idaho, and such a route would also have to start from Missoula. In a word Missoula is the key to the entire railroad situation in Western Montana.

Reference has already been made in this article to the extensive lumbering operations for which Missoula serves as a base. The building of the Bitter Root Valley road opened up to convenient lumbering operations and to transportation to market large areas of good pine timber. A number of saw mills have been established during the past year and a long train load of lumber comes down this road every day on its way

to Butte. Three miles from the town at the mouth of the Big Blackfoot are the largest saw mills in Montana, owned by W. H. Hammond & Co. The logs are floated down the river from the slopes of the Rockies. The daily output of these mills and of the new mills in the Bitter Root Valley exceeds the entire daily lumber product of all the rest of Montana. The market for the building material is in all the Montana towns, and an immense business is also done in supplying "dimensions" for props to the roofs of mines. The consumption of lum-



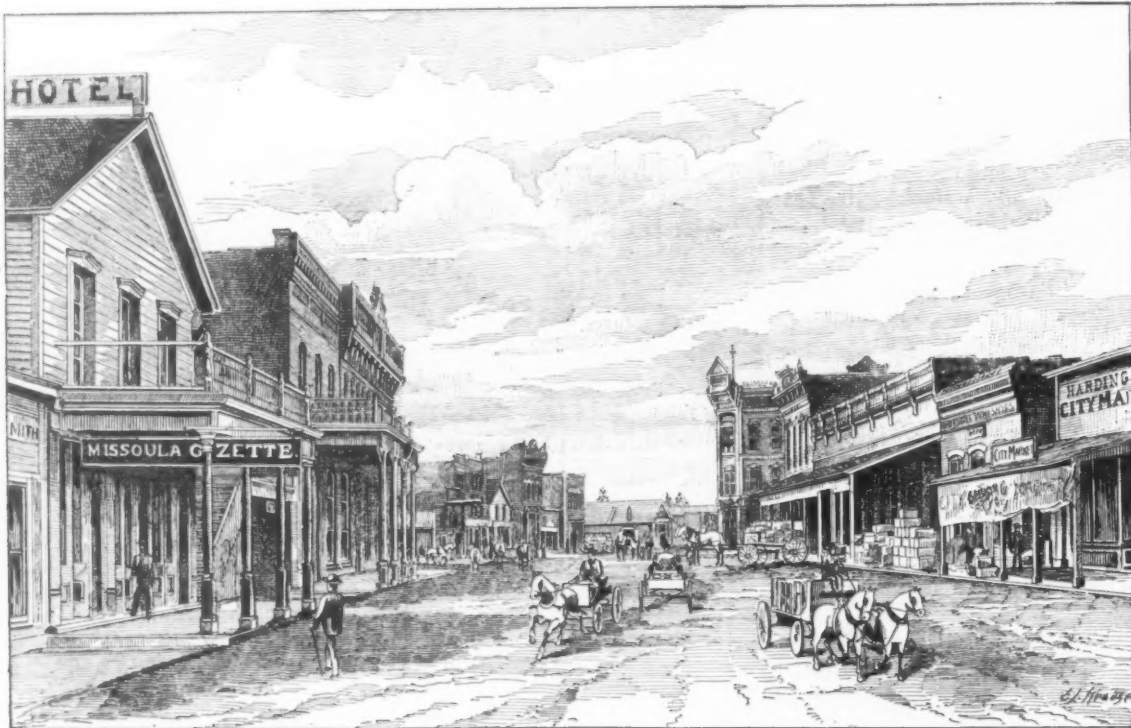
MISSOULA.—OFFICE OF THE MISSOULIAN.

schools in the East. The liberality of the people in the matter of wages paid to teachers has brought to them the very best teachers engaged in school work, none but thoroughly trained normal teachers being employed. Professor Edgar Barnes of Brockport, New York, has charge of the schools. The school building which is illustrated in this issue is a large, well ventilated brick structure heated by hot air fur-

when this is not sufficient the people of Missoula vote a special tax upon themselves to maintain their schools. At the last school election held here there was \$2,000 extra tax voted, with but one dissenting vote, for the purpose of improving and beautifying the school grounds. It is generally conceded that when Montana becomes a State and assumes control of her own school lands that this will be the home of

and South by Deer Lodge and Choteau counties and on the West by Idaho. It is everywhere well-watered by rivers and creeks and its mountain scenery is the grandest in Montana. Its large lake, named for the Flathead Indians, will compare favorably for natural beauty with such famous Swiss Lakes as Lucerne and Zurich.

The newspapers in Missoula are the *Evening Item*,



MISSOULA.—VIEW ON FRONT STREET.—[From a photo by Cox.]

naces. In 1886, the first graduating class was presented with diplomas that readily admitted them to a collegiate course in one of the best colleges in the United States. At the close of the present year's work there were eleven graduates from the school. The course of work is as extensive as may be found in any well organized public school. People going from the East to Missoula may be sure to find here, a system of schools at least as good as they have left.

The laws of the Territory do not permit a general levy exceeding four mills for school purposes, but

her educational institutions. Owing to the fact of its superior natural advantages in location, pure water, pure air, &c., it would seem but just and reasonable that Missoula will be the Athens of Montana in the near future.

MISSOULA MATTERS WORTH MENTIONING.

Missoula County has an area of about 30,000 square miles and is the largest in Montana. It is bounded on the North by the British Territory, on the East

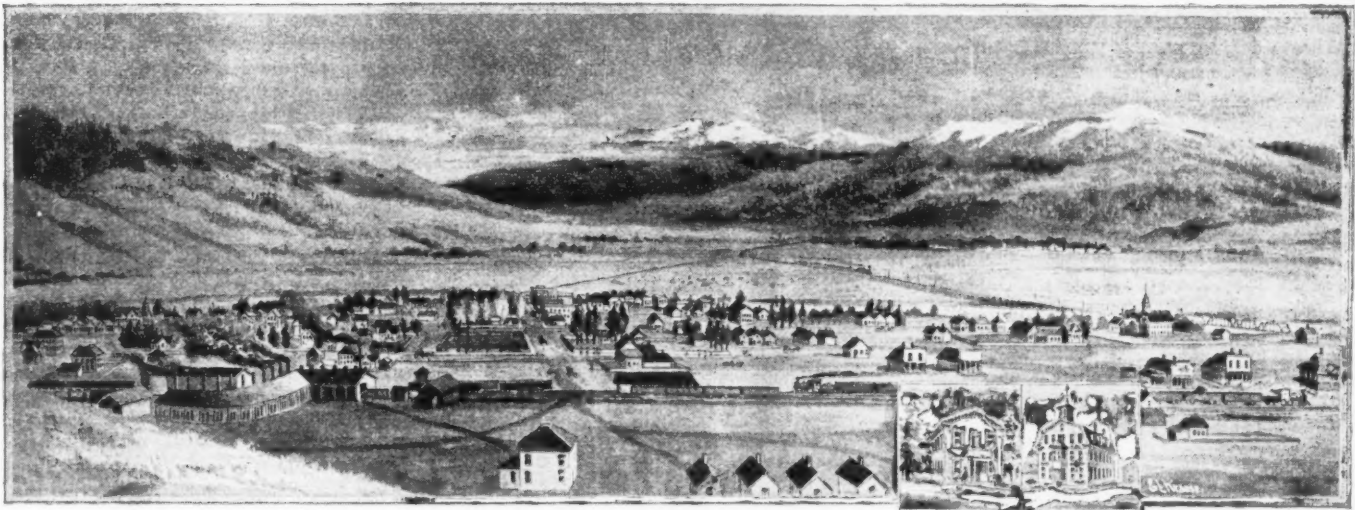
a daily very recently established, the *Missoulian*, one of the oldest weeklies in the Territory, and the *Gazette*, a new weekly. The *Gazette* is Democratic, the *Missoulian* Republican, and the *Item* Independent.

The highest price for real estate yet obtained was for lot on corner of Higgins Avenue and Front Street, having a frontage of 78 feet. It brought \$10,000. As a rule real estate can be had for improvement at very moderate prices. There is an active demand for small dwellings and a hundred could be rented immediately or sold on monthly payments if they were to be had.

The Missoula Mercantile Company, successors to Eddy, Hammond & Co., is the largest business house in Montana. Its annual business exceeds one million dollars in volume. Its capital stock is \$300,000 and of this \$70,000 is held by its now employees, a feature which gives it strength and fidelity of management in all its departments. The present officers of the company are, E. L. Bonner, president; A. B. Hammond, vice-president; H. G. Keith, secretary and treasurer and H. C. McLeod, manager. Mr. Bonner is also the head of the important mercantile house of E. L. Bonner & Co., hav-



MISSOULA.—VIEW ON MAIN STREET.—[From a photo by Cox.]



MISSOULA, MONTANA.—[From a sketch by Krause. COURT HOUSE AND SISTERS' SCHOOL.]

ing stores in Butte and Deer Lodge. The company's stores are illustrated in connection with this article. The business is divided into seven departments: dry goods, gentlemen's furnishing goods, boots and shoes, groceries, hardware and crockery, agricultural implements and harness and wholesale liquors. Thirty-five clerks are employed. Branch stores are maintained at Stevensville, Victor and Corvallis. Beside the whole row of stores shown in our illustration the company has a large stone storage warehouse, with three floors, a powder house, a grain house and numerous other structures required for its immense trade.

roundings and determined to make it his home. Next year he is going to erect another business block on the site of the old post-office building.

The *Weekly Missoulian*, published Wednesdays, is in its sixteenth year, and is therefore one of the oldest and best known journals in the Northwest. On March 1st, 1888, the *Missoula County Times* was merged into the *Missoulian*, Harrison Spaulding, publisher of the *Times*, buying the latter paper and dropping the name of the *Times* in consideration of the greater age and broader circulation of the *Missoulian*. The consolidation gave the paper a very

school building is a large, well-built brick structure.

The Northern Pacific Hospital is one of the most conspicuous buildings in the town. It cares for the sick and injured employees of the company on all the divisions from Helena to the Pacific Coast and is supported by a small monthly deduction from their wages. It is a spacious and handsome structure with long wings and broad piazzas. The surgeon in charge is Dr. Buckley, formerly of St. Paul.

Missoula is headquarters for a division of the Northern Pacific reaching from Helena to Heron and including the Bitter Root and Phillipsburg branches.



MISSOULA.—VIEW ON HIGGINS AVENUE.—[From a photo by Cox.]

The Roberts Block is one of the new brick business structures. It was built last year by J. Roberts, and is occupied by him as a cigar, fruit and stationery store. Mr. Roberts is a native of Wales, belonging to one of the old county families there. He came to America in 1881 and to Montana the same year. He was first in the stock business on the Musselshell and then joined a corps of Northern Pacific railroad surveyors. This work brought him to Missoula. He fell in love with the place and with its picturesque sur-

roundings and it enjoys a lucrative advertising patronage. The *Missoulian* occupies a part of the finest building in Montana owned exclusively by a newspaper publisher. In external appearance it is the handsomest building in Missoula County. It was erected in 1887.

The churches of Missoula are the Baptist, the Disciples, the Episcopal, the Methodist, the Presbyterian and the Catholic. The Catholic Sisters maintain an excellent school for girls and a hospital. The public

large circulation and it enjoys a lucrative advertising patronage. The *Missoulian* occupies a part of the finest building in Montana owned exclusively by a newspaper publisher. In external appearance it is the handsomest building in Missoula County. It was erected in 1887.

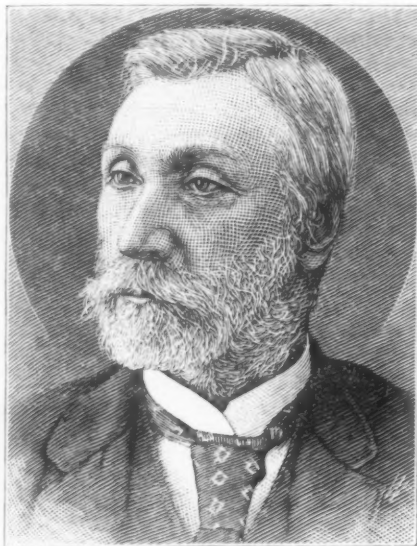
The round house, the repair shops the freight yards, the management and the train service employ hundreds of men who make their home in the town. Many of these employees own comfortable cottages and are among the solid citizens of the place.

Delicious, cold mountain water is furnished to all parts of the town from the Rattlesnake Creek, and is used abundantly to irrigate the gardens and to sprinkle the streets, as well as for drinking purposes. An electric light plant is being introduced, using the

Thompson-Houston system. The next public improvement will be a sewerage system drainage into the river.

The last assessed valuation of Missoula County was about \$2,500,000. For this year the assessment will show an increase of nearly fifty per cent. Tax collections for 1887 were \$65,350. The bonded debt of the county is \$118,597. It is being steadily reduced. Total vote at last election in 1886, 2,433. Thomas Williams, the County Treasurer, who furnished these figures, has held office for eight years.

The Hotel Florence, owned by members of the Missoula Mercantile Company and named in compliment to Mrs. Hammond, is by all odds the most complete, modern hotel in Montana. One of our pictures shows the building and also the adjoining Eddy Block. The Florence has steam heat, electric bells, electric light, hot and cold water, private baths, handsome office fixtures, elegant furniture and the best kitchen and dining-room equipment that recent inventions in hotel service have produced. It is managed by Chaney & Stevens, the firm consisting of H. E. Chaney and Mrs. Carrie Stevens. Mr. Chaney is a young man of thirty, but he has already had ten years experience in the hotel business and knows how to make friends and how to make his guests comfortable. Mrs. Stevens is an Eastern lady well-acquainted with hotel management. The high character of this



CAPT. C. P. HIGGINS, PRESIDENT MISSOULA NATIONAL BANK.

eighteen years old he enlisted in the United States army. In 1853 he joined Governor Isaac I. Stevens, who made for the War Department the first survey for the Northern Pacific Railroad, going across the continent with a commission as the first governor of the newly created Territory of Washington. In 1860 he bought Mr. Isaac's interest in the firm of Isaacs & Worden, at Walla Walla and shortly after packed seventy-five animals with merchandise and made his way across the wilderness to the present site of Missoula and established a trading post. His partner, Mr. Worden, afterwards joined him. In 1865 Capt. Higgins located the town site and erected a saw mill and a flouring mill. In 1870 he and his partner built the Higgins-Worden block, the first brick building in the place. He is president of the First National Bank, owns several valuable ranches and a large part of the town site, and is largely interested in mining and in other business enterprises.

Washington J. McCormick was born in Indiana in 1833, studied law and was admitted to the bar. In 1857 he went to Utah, where he held successively the offices of Assistant Secretary, Attorney General and Chief Justice. Returning to Indiana he resided in that State till 1863, when he removed to Montana and located at Virginia City, where he practiced his profession two years. In 1864 he was elected to the Legislature from Madison County. He was secretary

of the first Democratic convention held in the Territory. In 1865 he removed to Deer Lodge County. In 1866 he was appointed Indian Agent for the Flat-heads, and held the position till 1868, when he settled in Missoula, where his home has been ever since. He was again elected to the Legislature in 1875, 1877 and 1879. Always active in politics, he was a delegate to the National Democratic convention of 1884 and was appointed the Montana member of the National Democratic committee. He is largely interested in mining and stockraising and is now editing the *Gazette*, the only Democratic paper in Western Montana.

The subject of two of our artist's sketches is the mills of the Blackfoot Milling and Manufacturing company, located on the Blackfoot River near its junction with the Hell Gate and about three miles from Missoula. C. H. McLeod is president of the company. The mills are now leased by W. H. Hammond & Co. They employ from 150 to 175 men in the mills and about the same force in the woods along the Blackfoot River. Last year the cut was about 21,000,000 feet and at this time the mills are turning out about 160,000 feet a day. A 500 horse power engine is used. The firm makes lath, sash and doors and all kinds of interior finishing, beside lumber of all sorts and sizes. Transportation to all parts of Montana is furnished by the Northern Pacific road, the sidings of which run into the yards

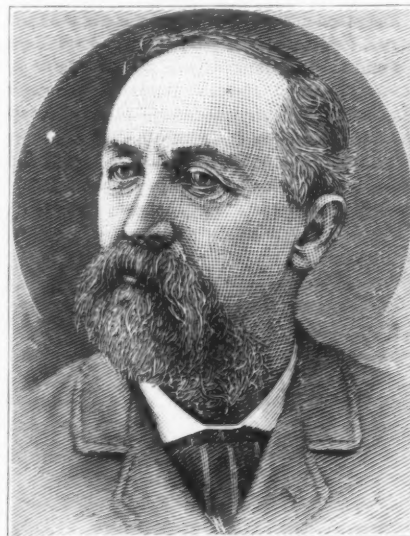


WM. KENNEDY, PROPRIETOR RODGERS HOTEL, MISSOULA

house and the superb views enjoyed from its windows over the river, the valley and the snow-capped Bitter Root Mountains, will make it a popular resting place for tourists.

William Kennedy was born in Ohio in 1835, and worked on a farm or in a hotel until 1855, when he enlisted in the Tenth U. S. Infantry, serving in the army five years. In 1860 he went to California and in 1861 he was one of the first prospectors and miners in the new Oro Fino mines in Idaho. In 1862 he made his way across the mountains to Fort Benton and returned to the States by the Missouri River. He was back at Fort Benton in 1862, and starting on a prospecting trip with only ten days' provisions, he travelled 400 miles, living for five months on buffalo meat and narrowly escaping being frozen to death. He next lived in Silver City and Virginia City, and in 1865 crossed the plains to Omaha and brought back his family, taking up the ranch on the Prickly Pear, near Helena, which still bears his name. In 1866 he removed to Benton and in 1871 to Missoula, engaging in the hotel business. Mr. Kennedy is now the proprietor of the Rogers House and owns a fine ranch two miles from the town.

Capt. C. P. Higgins, the pioneer merchant, was born in Ireland in 1830 and came to the United States in his youth and obtained a fair business education. When



MAJ. W. J. MCCORMICK, EDITOR MISSOULA GAZETTE.

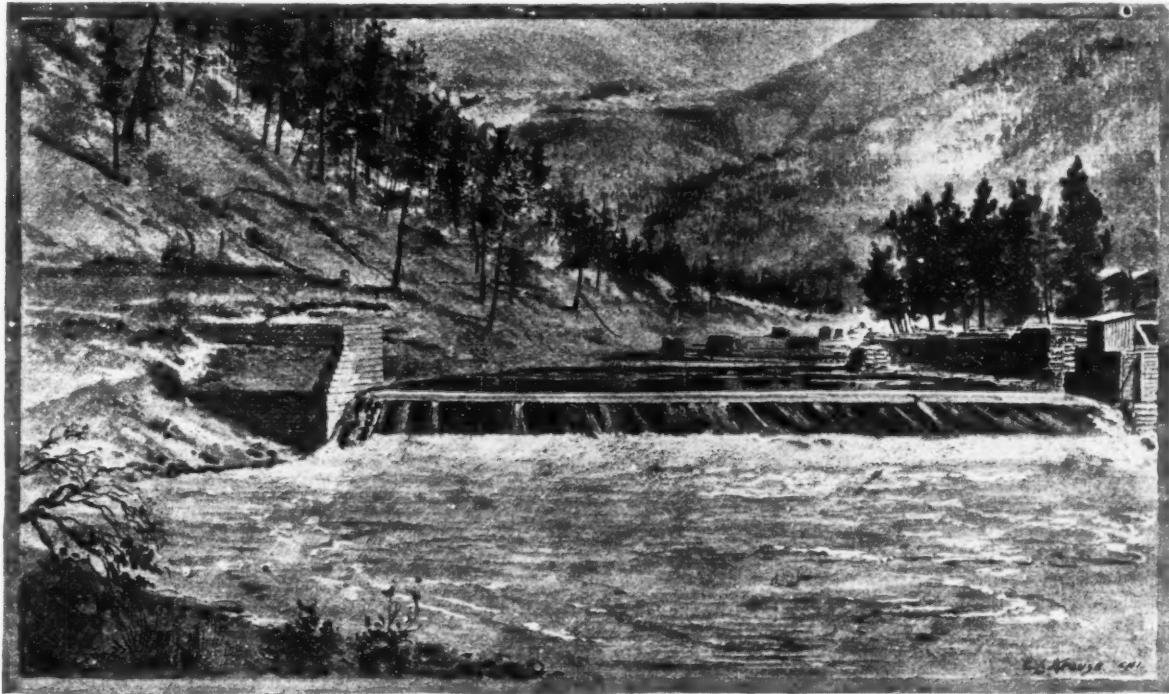
of the mills. This concern adds materially to the business of the town and is one of the most successful of the large business enterprises of the Territory.

MARCUS DALY'S STOCK FARM.

Marcus Daly, of Butte, came down on the four o'clock train on Friday, Assistant General Manager Law ordered a special made up and at half past four, accompanied by A. B. Hammond, E. L. Bonner and Manager Law, the party were en route to Grantsdale over the M. & B. R. V. road. Mr. Daly brought with him from Butte a large force of carpenters who will at once commence the erection of large and extensive stables upon his stock farms at Girl's creed. When completed Mr. Daly will ship all of his fine horses, over twenty car loads, from California to his stock farms in the Bitter Root. They consist of thoroughbred race and draft horses and some splendid trotters. These horses will be kept in the Bitter Root Valley, and Mr. Daly will devote much time and money to breeding this class of stock. Mr. Daly is to be congratulated on the selection of the Bitter Root Valley as the base of one of the growing industries of Montana, for it possesses unequalled advantages in this respect, while the people will hail with peculiar satisfaction the advent of an enterprise that promises so much for the county.—*Missoula Gazette*.



H. A. CHANEY, MANAGER OF THE FLORENCE HOTEL, MISSOULA.



DAM OF THE BIG BLACKFOOT MILLING AND MANUFACTURING COMPANY, NEAR MISSOULA.

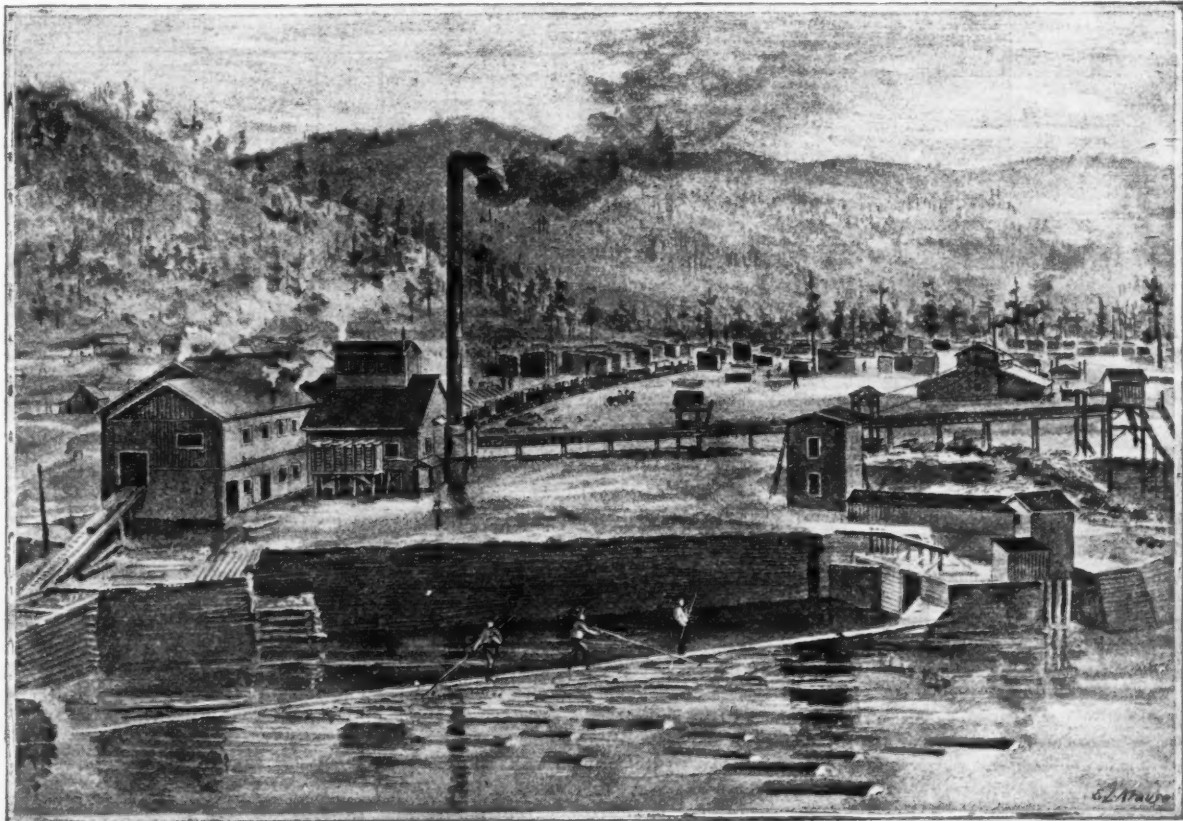
NOTHING SURER THAN CATTLE.

Now is a most excellent time to engage in the cattle business on a small scale, for a permanent thing. We do not think the outlook particularly promising for engaging in it on a large scale, not at least on a range basis. Of course, on the semi-range basis one can invest as heavily as he is able to care for his stock. The best plan in any business is to start small and this is not an exception. Our most successful cattlegrowers today commenced with small dairy herds and

have gradually grown up in the business. The man that commences now will not have the opportunity of growing such a large herd as those who were here earlier. But if he will attend to his stock properly he can get a large increase out of his herd, although after it reaches the capacity of his facilities for wintering he will be compelled to market his increase. But he can invest the proceeds of his annual sales, after he reaches such a point, in some other industry. We know of nothing better and surer to start on

than this. In fact, most of our small farmers and especially those remote from market, will find this the very best thing to turn their attention to. In case of extreme necessity the dairy will afford a living until a herd grows.—*Rocky Mountain Husbandman*.

G. W. BOARD has been appointed Assistant Land Commissioner of the Northern Pacific Railroad Co., at St. Paul. Mr. Board has long been the efficient chief clerk in the office of Land Commissioner Lamborn.



SAW MILL OF THE BIG BLACKFOOT MILLING AND MANUFACTURING COMPANY, NEAR MISSOULA.

STEVENSVILLE.

Stevensville, named in honor of the first Governor of the Territory, General Isaac I. Stevens, is beautifully situated in that part of the far-famed Bitter Root Valley where the first crops were raised in early days by the pioneer Catholic missionaries, prominent among whom the names of the leading spirits, Father De Smet, and Father Ravalli, will always have a warm spot in the recollections of the settlers and a prominent place in the history of Montana. The present town was located in 1862 by J. W. Winslett, who built the first store, a log house, which is now being used as a warehouse and is pointed out to the stranger as one of the old land marks. Old Fort Owen, built in 1856 and occupied for several years as a military post under the command of Major Owen, is still standing near Stevensville and is perhaps the most interesting spot in the valley, especially to those who are acquainted with some of the most prominent events in the history of Western Montana. The Mission of St. Mary's was established in 1864; before that there was a mission near Fort Owen, which was abandoned when the present one was built.

Stevensville has grown slowly and steadily and with the advent of the Bitter Root Valley railroad which gives it rail connection with the main line of the Northern Pacific at Missoula, has taken a fresh start and is now eagerly awaiting the other railroad—the Montana Central—which is expected to pass through Anaconda, Phillipsburg and this place and west through Lo Lo Pass. This would give additional advantages of direct transportation to good markets of the products of the valley. The distance by this route to Phillipsburg is fifty-five miles; to Anaconda and Butte seventy. According to the Anaconda Review the Union Pacific is reported as making a survey by the same route from Anaconda by way of Burnt Fork Pass.

The present population of Stevens township is about 1,500. Stevensville is the central town and largest town in the Bitter Root Valley. It draws

put up a concentrator soon. The ore is shipped to the great reduction works at Wickes. The "Whiporwill and Last Chance" is owned by the Buck Bros., Geo. Wade and Wm. Bay, of Stevensville. Three Mile Creek district is about nine miles distant. Here are a number of small placer diggings. St. Mary's lode is three miles due west from Stevensville. There have been some thirty locations made here which present very good prospects. The ore is black sulphuret. The Sweathouse District is some eight miles southwest. The principal locations are "Bitter Root Prince," "Pleasant" and a good many others; character of ore galena silver. These mines are principally



OLD FORT OWEN, NEAR STEVENSVILLE, MONTANA.

owned by Capt. C. P. Higgins and Maj. W. J. McCormick, of Missoula.

Sheep raising is a big industry in the valley, the excellent free range making it specially adapted for sheep as well as cattle. C. M. Sedgwick, J. W. Winslett, Frank Dunkenberg, S. G. Bennett, N. J. Chapin, and Col. Morse are some of the principal wool growers, who have between them some 30,000 or more sheep. There are probably about as many more scattered through the valley. Cattle raising is also a leading industry though still in its infancy. Among the larger owners the Bell Bros. may be mentioned as having 600 head.

A farm in the Bitter Root Valley means from eighty to 320 acres, the rule being eighty and 160 acre farms. Land is worth from \$5 to \$25 per acre, the average price being \$10 to \$25 for improved and partially improved

The county of Missoula is so large that efforts are being made to have it divided and form a separate county of the Bitter Root Valley to be called Bitter Root County and make Stevensville the county seat, it being centrally located.

Stevensville has three churches besides the Catholic Mission—M. E. Church, M. E. Church South and Baptist—a fine public school house with three graded departments, a public library which cost over a thousand dollars and a weekly newspaper, the *Northwest Tribune*. Residence lots can be bought for about \$100 each and choice lots on Main Street bring from \$150 to \$500. There are fine openings for the following: Bank, Creamery, Flouring Mill, (Roller Process,) Woolen Factory, Packing House for preserving meats, besides other industries. Stevensville presents an excellent opportunity for capitalists to put up dwelling houses, for which the demand far exceeds the supply. Houses rent from \$15 to \$35. A good house can be put up for \$1,000 that will rent for \$15 to \$20. Price of lumber delivered is \$13 per M. Carpenters \$3 to \$4. Stone masons \$3.50 to \$4. Farm hands get \$2 per day during haying and harvest. The area under cultivation in the valley is only about one-half. In short the county around

Stevensville presents the best of openings for farmers, stockmen, mine prospectors and the various needs mentioned above. The fare from Missoula on the Northern Pacific to Stevensville is \$1.40.

The following are the business houses of Stevensville: L. D. Hatch, postmaster; F. & H. Buck, Amos Buck & Co., Missoula Mercantile Co., general merchandise; Salsig & Co., furniture; Catlin & Harris, hotel; E. C. Smalley, R. A. Wells, drug stores; Searcy & Adams, fruits and confectionery; Mesdames Winslett & Hatch, milliners and dressmakers; Salsig & Co., farming implements; S. F. Mason, butcher; Frank Wrestler, transfer; Catlin & Harris, feed and livery stables; McLaren & Dalzell, J. M. Chapman, blacksmiths; W. D. Smith, flouring mill; F. C. Ives, saw mill; Catlin & Harris, Eugene Lasalle, saloons; J. R. McLaren, real estate agent; *Northwest Tribune*,



STEVENSVILLE, MONTANA. VIEW FROM THE SCHOOL HOUSE.—[From a photo by Cox.]

upon the Corvallis country and the whole Bitter Root Valley. The principal industries are farming, fruit raising, stock raising and mining. The Big Creek Mining District is about three miles distant in a south-westerly direction. The principal mines are the "Curlew and Elizabeth," and the "Whiporwill and Last Chance," each stocked at a million dollars. The ore is a high grade galena silver assaying 200 oz silver with traces of gold to the ton and a high percentage of lead. The "Curlew and Elizabeth" is owned principally by Ex-Gov. S. T. Hauser, A. M. Holter of Helena and Messrs. Blake and Hackett, of the Bitter Root Valley; has steam hoisting works and will

farms. A finely located farm in the Bitter Root Valley, and they are pretty much all so, is an earthly paradise. Almost everything grows to perfection. Wheat averages thirty bushels to the acre and oats sixty. All kinds of vegetables, melons, etc., grow to perfection, also all kinds of fruits. There are few pears raised and no peaches or apricots. To give one an idea of the scale fruit raising is being carried on we need only to mention that last year there was shipped from one farm, the Bass Bros., 10,000 pounds of fruit. The market for fruit is principally Butte, Helena and Missoula. Considerable wheat is shipped to Eastern points to be ground into flour.

weekly, published by a stock company and edited by N. Y. Hoss. Resident Ministers: E. M. Ellis, Presbyterian; T. L. Lewis, Baptist; T. W. Flowers, M. E. Church South; E. J. Stanley, Presiding Elder M. E. Church South; Lawyers: C. S. Musgrave, W. J. McCormick. Practicing Physicians: Dr. Ed. Maxwell, Dr. R. A. Wells, Dr. Gwinn. Dr. A. R. Squires, Dentist.

LANDS IN THE BITTER ROOT VALLEY.

Improved and partially improved farms in the Bitter Root Valley can still be had cheap. Also pre-emption rights from the original locators which have

not yet been proved upon, for the reason that those doing so hold the land exempt from taxation and by selling out before making final proof the rancher can still exercise his pre-emption right in newer fields.

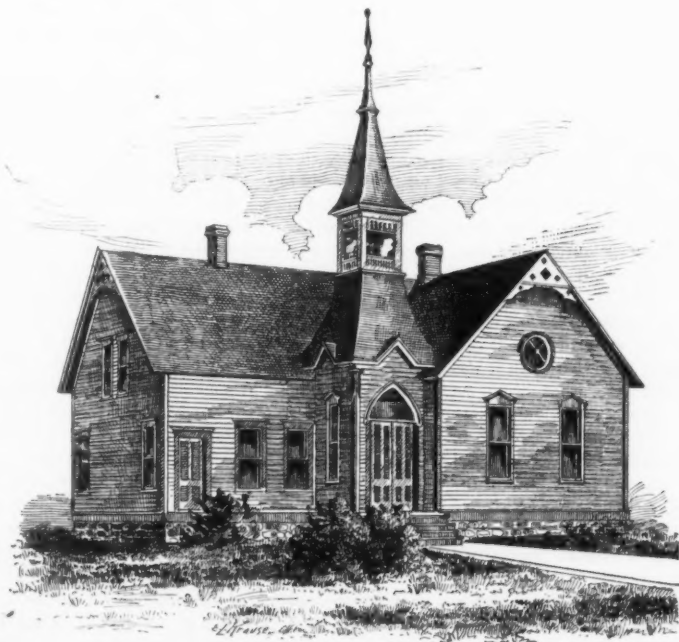
There are fifty-four ranches (160 acres each) in the most fertile part of the Bitter Root Valley held in reserve for the Indians. A bill is now pending before Congress to throw open these lands for sale. There is considerable excitement concerning them and in case the bill becomes a law there will be a rush to get possession of what are considered to be some of the finest lands in the valley. If sold the lands will be advertised in the county papers and the farms sold to the highest bidders at the U. S. Land office, Helena. The greater portion of the Indian lands are around Stevensville. These ranches are nearly all abandoned. The Indians are now living on the Jocko Reservation and receiving annuities from the Government. The ranches are worth at least on an average \$1,000 each, and neither the Government nor the people are receiving any benefit therefrom.

ROOM FOR ONE MORE.

In the far Western cabin, where hospitality reigns, there is always room for one more. A correspondent of *Forest and Stream* tells of a night spent in a pioneer's cabin on Milk River, Montana:

Bire's cabin was sixteen feet square and was pretty well occupied that night, there being already three men, a woman and a baby in it, besides uncounted dogs, cats and chickens. Myron made the travellers welcome, and they slept there that night. The dogs having been turned out there was just room for the eight human beings, the chickens and the cats. If there had been one more person the cabin would have overflowed. The rock climbers spread their beds on the floor, the cats crept in with them and the hens cached themselves under the table. It was all as comfortable as you please. About midnight, however, the rooster under the table woke up, and from that time until day it seemed that he crowed every five minutes, and as the men were not used to this kind of music, it made their sleep a little broken. It would have been a base return for the hospitality extended to have got up and captured the noisy fowl and then wrung his neck, but the impulse to do so was strong and hard to be resisted. The occasional weeping of the baby completed this nocturnal concert.

Mount Tacoma and Mount Adams have been climbed and reatituted this month. Mount Tacoma is 14,444 feet high, exactly the same height as Mount Shasta. Mount Adams is 13,785 feet in height.



STEVENSVILLE.—METHODIST CHURCH.



CORVALLIS.—PUBLIC SCHOOL BUILDING.

CORVALLIS.

Fifteen miles up the Bitter Root Valley from Stevensville is the active, growing town of Corvallis. In all its early history this place, like its neighbor, was a purely agricultural town, trading with the farmers and stockmen, and priding itself on its fertile and beautiful farming country; but since the railroad went up the valley there has been a lively interest in mines and a Corvallis man who has not some interest in a ledge that he thinks is bound to make his fortune is an exception. The silver was always known to exist in the rock on the near mountain sides, but without rail transportation it was of no practical value. Veins already partly explored were opened anew when the railroad came and preparations made for taking out and marketing ore, and a lively prospecting crusade was begun which resulted in many valuable discoveries.

One of the best of the mines now being worked is the Iron Clad, situated at Mineral Point. It has a ledge 200 feet wide, with ore assaying \$160 to the ton. Mining men consider it to be a big property. It is owned by N. Johnson, W. A. Ingalls, Frank Ingalls, James Barr, S. E. Dillard, Geo. W. Dougherty, Dan H. Ross, C. O. Ingalls and James A. Hedge. Ferd Wehr, Amos Chaffin and Charles W. Bishop.

The Bernice Ingalls mine, named in honor of a young lady, is also regarded as a valuable discovery. It assays well in silver. It is located at Mineral Point and is owned by Shelby E. Dillard, C. O. Ingalls and E. E. Biers. The Missouri Belle Mine which is situated in Mineral Hill, Idaho and is considered the best mine in that camp by competent judges of mines. The lead of this mine is about ninety feet wide and is full of galena ore. The assays from it run from \$20 to \$150 per ton. The mine

is owned by Ferd Wehr, D. W. Rice and Bill Waddell.

Coming back now to the town from this hasty glimpse at the neighboring mines, we find that it has a bright, original newspaper, called the *New Idea*, and edited by Shelby E. Dillard, which is now in its second volume. The new school house, with its handsome building and its three departments is the special pride of the place. Mr. and Mrs. Simpson are the teachers. A number of students come from farmers families to enjoy the advantages of the school. The ambition of the directors is to maintain the best school in the valley and thus make Corvallis an educational center.

As an example of the value and productiveness of the farms near Corvallis the following item from the *New Idea* is interesting: "We visited the Popham farm last Saturday, and in company with Mr. J. W. Popham took a stroll over the broad acres. There is about 150 acres in cultivation this year. Forty acres of wheat, that is considered the best in the valley, and it is thought it will yield an average of forty bushels to the acre. The rest of the farm is in oats and some of the land will produce a yield of 100 bushels per acre. Mr. Popham thinks that he will harvest something like 6,000 bushels this year. Mr. Popham and his son Edward, have about 320 acres fenced and have a standing offer of \$6,000 for the place but refuse to sell for that amount."

There are 40,000 acres of land in the Bitter Root Valley under cultivation and about 125,000 taken up. It costs only \$265 to perfect title to 160 acres under the pre-emption laws, and many good claims can still be found, with facilities for irrigating grain fields, with excellent natural pasture and with abundant timber for fuel, fencing and building. In driving through the valley one is struck by the size and comfortable look of the farm houses. They are the best possible evidences that farming pays and that the valley is settled by prosperous, intelligent people. Deeded lands, with perfect title from the Government can be bought for from \$12 an acre upwards, according to the value of the improvements. There are occasional opportunities to buy improved farms at very low prices from restless people, who want to make a change, such as are always found in new countries.

The climate could hardly be improved. Winter does not begin until well into December and is over so that the plowmen are busy all the month of March. The snow fall is light and does not lie long at a time on the ground. In June and July there are frequent showers. The summer months have the cool invigorating air of mountain regions. It is often pretty hot in the sun, in July and August, but as soon as one gets in the shade there is no discomfort from warm weather, and the nights are always delightfully cool.

VICTOR.

The second railroad station of importance south from Missoula on the Bitter Root Valley branch of the Northern Pacific railroad is the handsome new town of Victor, named after the chief of the Flathead Indians. The town was only laid out about two years ago and already makes a good showing, both in the number of substantial buildings erected and the business done. Victor is the most important mining town in the valley besides having some of the finest farming and stock raising country in the valley immediately tributary to draw upon.

It is only a matter of a short time when Victor will, with the active development of the many rich mines near at hand, become a very important mining center and shipping point. The only important mines now being developed are the Curlew and Pleasant View both stocked at a million each. Besides there are a number of other mines and prospects, which assay up in the hundreds but are lying idle for the want of capital to work them.

With the new Bitter Root Valley road now in active operation, and the promise of the early invasion of the valley by another railroad—the Montana Central,—shrewd capitalists no longer are hesitating to take hold of these rich properties, and already several important deals are being negotiated.

The county tributary to Victor compares favorably with any part of the valley and presents splendid openings to the farmer, stockraiser and prospector. As to the fertility of the Bitter Root Valley it is superior

hickets of wild roses and innumerable blooming plants peculiar to the flora of the Rocky Mountains. Small ditches taken out of the creeks and brooks water the fields of the farmers so that they are green the whole summer through and produce heavy crops with absolute regularity. In fact nature has done her best in this favored valley to make pleasant homes for the settlers, and the productive soil, the mines of the precious metals and the valuable forests of pine are fast producing wealth for them.

American Cities.

The saints have bestowed their revered names upon many cities in America, but have allowed Saint Paul and Saint Augustine to be literally diverse, Saint Louis and San Francisco to have little in common. The pious fervor of the early Catholic explorers has left its mark on the nomenclature, but on nothing else. The very manner in which the names of the saint-christened towns are pronounced by the resident generations in this nineteenth century shows that for them the saintly appellation has lost its meaning. In like manner no dweller in Manhattan ever thinks of New York in contradistinction to the old York beyond the sea. He pronounces the name as if it were all one word. But listen to the Englishman. In his unctuous emphasis on the *New* you at once find ample recognition of the old York and explanation of the origin of the name.

Two things must invariably impress the intelligent foreigner for the first time traveling through the United States. The first is the large number of cities

COMPETITION SECURED.

The ratification by the Manitoba legislature, of the contract arranged for between the provincial authorities and the Northern Pacific Railway company, is the last act in the long struggle of the people for relief from the Canadian Pacific monopoly. Manitoba is to be congratulated upon her victory over the settled and determined policy of Sir John Macdonald; and also upon the consummation of a practical business arrangement which ensues the future development of that competition between transportation agencies which has hitherto been denied. The contract itself is a most voluminous and not especially lucid document. In effect it provides that the Manitoba government shall complete the Red River Valley railroad, from the boundary line to Winnipeg, by the 27th day of next September. On its completion it is to be turned over to the Northern Pacific & Manitoba company, in consideration of the receipt of \$720,000 of the company's first mortgage bonds. The province guarantees a certain amount of bonds, and there is a multitude of financial detail of no interest here. In addition to the main line there is also to be constructed a road from Winnipeg to Portage la Prairie, about fifty-two miles in length, and another from Morris to Brandon, some 133 miles. The company has the right to build elevators, the cost of the road is to be paid out of the gross earnings, maximum freight rates are fixed and guaranteed, and no stock shall be transferred to a rival corporation. In



VICTOR, MONTANA.—[From a photo by Cox.]

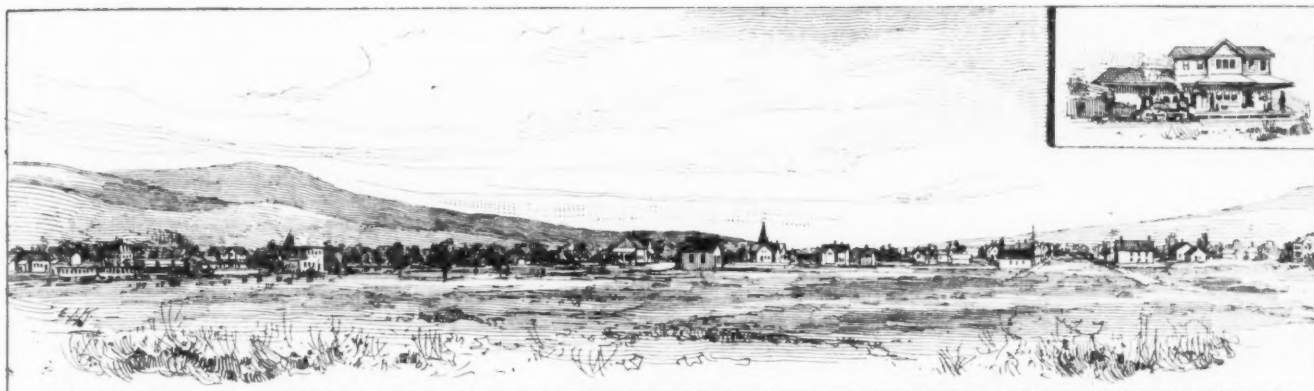
to the most favored Eastern States, fifty bushels of wheat, seventy-five of oats and 400 to 500 of potatoes are not uncommon, with almost a certainty of fine weather for the gathering of the harvest. Then again an immunity from insect pests, no potato bugs, no currant worms and no potato rot which Eastern farmers and scientific men have for the last twenty years failed to find a remedy for and now in addition must dose their land with paris green. It is possible to find ranchers here who are utterly oblivious to these very serious agricultural drawbacks.

So imposing is the mountain scenery west of Victor that the eye of the visitor hardly notes at first the appearance of the town and the valley. From the timbered foot-hills and lower slopes of the Bitter Root Range rise enormous peaks of rock and snow assuming a thousand forms as the clouds gather around them or roll partly away so that the sunshine bothers their stupendous precipices and castellated summits. After this magnificent panorama has been studied for a time the visitor finds a picture of less majesty but of great beauty in the fertile, smiling valley, with its pastures, grain fields and stretches of pine groves. The surface of the country slopes gently from the base of the mountains to the Bitter Root River, and every mountain gorge sends forth a fast-flowing stream of as pure water as nature anywhere makes in her cool laboratories of rock and shade. The beds of these streams are strewn with pebbles of many hues which glisten under the transparent waves. On the banks grow alders and fragrant balm trees, and

near each other—so much at variance with his preconceived notions about "a new country." Boston, with its 400,000 people and its five and twenty or thirty tributary cities, each ranging from 30,000 to 60,000 population, is but six hours from New York, with 1,100,000, and Brooklyn—"the old bed-room of New York"—with its 600,000, and Jersey City, with its 150,000. Close at hand, too, are Newark, with 130,000, and a number of minor cities, on the great route to Philadelphia, with its 900,000, and Baltimore, with its 400,000 and Washington, with its 200,000. There are no such city centers as these in most continental countries, and in Great Britain nothing comparable to it. In a Latin country, it would be impossible for two cities the size of New York and Philadelphia to exist within three hours of each other. If Chateaubriand could return to earth, and take a journey over the section which he visited when it was a wilderness one hundred years ago, what would he say to this splendid chain of cities, each viewing with each in commerce, in the institutions of learning, in amassing wealth, and in securing the greatest good for the greatest number? He would fancy himself the victim of some phantasmagoria. The generous rivalry of states, the active individual initiative so general in America, the constant influx of foreign population, and the vast manufacturing interests of the last thirty years, have done in one century what under a different system or series of systems could not have been accomplished in five hundred years.—*Westminster Review*.

case of the violation of these provisions, or for failure to complete any of the roads within the year or to operate them for a period of six months, the province is authorized to resume possession of all the lines.

The detailed stipulations of this contract are of less importance to the people of the Canadian Northwest than the fact that it is the entering wedge of a competition that shall not only rescue them from monopoly control, but also secure to them abundant and independent facilities. While these negotiations were pending, another proposition, regarded by many with equal favor, was made to the legislature by the St. Paul, Minneapolis & Manitoba road. It is, of course, a certainty that no one of the rival corporations operating in the Northwest will permit another to remain in undisputed occupation of a profitable field. And while the Northern Pacific has done, no doubt, a good stroke of business in concluding this arrangement, and the people of Manitoba have accomplished their cherished purpose of securing competition with the Canadian Pacific, the logic of it all is to open the Canadian territory northwest of Lake Superior to the operation of all competing lines. It is thus an event of moment in the material history of the Northwest, on both sides of the boundary. It may also be noted how farcical appears the president's message and his contemplated policy of non-intercourse, in the light of this practical preparation for the unlimited expansion of international trade relations.—*St. Paul Pioneer Press*.



GRANTSDALE, MONTANA.—[From a photo by Cox.]

GRANTSDALE.

Grantsdale, fifty miles from Missoula, is the present terminus of the Bitter Root Valley Railroad. It is a new town, named in honor of H. H. Grant who settled there in 1885 and put up the first building. Most of the growth of the place dates from the advent of the railroad, which has made of it an important business center for the upper valley. Its present population is about 200. It has a Presbyterian church, school house, three hotels, one general merchandise store, one hardware store, one drug store, one confectionery store, one butcher shop and two blacksmith shops. The station and other railroad improvements cost about \$4,000. There is a flouring mill with a capacity of 100 barrels and a grain elevator is now going up. The surrounding valley lands are well adapted for irrigated farming and yield heavy crops. Wheat this year averages thirty bushels to the acre and oats sixty. Harvesting commences the middle of August and continues into October. Grain is cut with self binders. Most farmers have their granaries and carry over a good deal of their crop until the next Spring, when they usually get much higher prices, often an advance of twenty-five per cent., by selling to new settlers for seed. Last winter farmers plowed every month. There were in all four weeks sleighing, partly in January and partly in February. The severest cold is about twenty below zero, but cold snaps are short and are usually succeeded by a Chinook wind. Sorghum is a good crop. Two or three farmers are experimenting with tobacco, with fair results. Farmers give a good deal of attention to the hay crop, and timothy at \$10 or \$12 a ton is as profitable as anything that can be grown. All the fruit raised finds a home market in the valley. Apples being four cents per pound and plums ten cents. The gravelly land is considered the best for both grain and fruit for the reason that it does not cake when irrigated. The old settlers in the valley have not been accustomed to giving much attention to poultry or dairying and butter and eggs are still shipped in from St. Paul. There is an excellent opportunity for a number of farmers to settle near the town and go into the business of making butter and raising poultry for the local markets. This is a business that will pay well from the start.

Improved ranches can be bought for from \$15 to \$30 per acre. Mr. Baker recently bought 160 acres partially improved, and only half a mile from the town for \$3,000. O. C. Coolfer bought eighty acres unimproved a mile from town for \$600. G. S. Summers has a 480 acre farm two and a half miles from Grantsdale for which he recently refused \$30 an acre. These pointers will give an idea of the value of the valley lands. Among the crop notes made by our correspondent while at Grantsdale we find one of a farmer who took 130 bushels of potatoes from one-quarter of an acre. All sorts of vegetables flourish. Some farmers reported as high as forty-five bushels of

wheat to the acre and some raised 100 bushels of oats.

There is a good opening at Grantsdale for a roller flouring mill, for which there is abundant water power either on the Bitter Root River or on Skalkaho creek. A creamery is also needed and could work up a good business for all the butter and cheese it could make without shipping further away from home than Missoula and Butte.

Much interest is felt in Grantsdale in the development of the neighboring Mineral Hill mining district, where valuable discoveries are constantly being made. The Lent mine, one of the best developed properties, has a tunnel in 200 feet and has ore assaying from 100 and 200 ounces on average samples to 1,000 ounces on the best. The ore is sulphurets and gray copper, with about thirty per cent. of galena. Next year the railroad will be extended to the mines and a great development is promised as the immediate result.

WASHINGTON'S PROGRESS.

A correspondent of the Portland *Oregonian* gives a graphic picture of the present year in this territory: Compared with the year of 1887 the aggregate acreage of agricultural land under cultivation has almost doubled. The facilities by which the products of the soil can be transported to markets have been extended with most significant present and prospective results.

The completion of the Spokane and Palouse branch of the Northern Pacific to Genesee; the construction of the Oregon Railway & Navigation Company's line from Riparia to a junction with its Palouse branch, and the further extension of that company's road from Farmington; the progress of construction of the Washington & Idaho railroad; the extraordinary activity displayed in constructing the Spokane end of the Seattle, Lake Shore & Eastern railroad; the Eureka Flat road, from the Northern Pacific to Walla Walla; the Seattle & West Coast railway; the Vancouver road to Goldendale and Yakima; the Port Townsend Southern, the Bellingham Bay, the Spokane & Northern, the Ellensburg & Conconully, the Southern Pacific Company's road from Carbonado to West Seattle; and the proposed roads radiating from Olympia—all these indicate a most remarkable state of prosperity and progress. The new steamers on the upper Columbia; the increased number of steamers for the lower Columbia and coast traffic; the conditions which require the placing of the two splendid steamers Olympia and Alaskan on a single Puget Sound route, in addition to the multitude of smaller craft; the almost doubling of the transportation service between Puget Sound and San Francisco and Alaska—these indicate what has been done in shipping circles. The establishing of a large fleet of fishing vessels, the headquarters of which are at various Sound ports, and the inauguration of fresh fish shipments to cities on the Atlantic coast, is a more significant departure than the public is generally aware of.

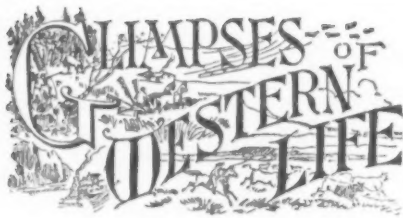
SELECTING SITES FOR TOWNS.

In the course of some excavations in St. Louis a few weeks ago, some old Indian remains, supposed to date from the time of the mound builders, were discovered. The progenitors of our Indians, whose industry raised so many hundreds of mounds over a vast extent of country, were not unskilful in their selection of sites, as is shown by the fact that flourishing cities like St. Louis, Cincinnati, Newark, and Portsmouth, Ohio, Frankfort, and many others have arisen in modern times where they reared their great mounds.

In the early days of Minnesota a farmer named Bunker, seeking a new home, came to a place on the Minnesota River above which steamers cannot ascend at the usual stage of water. Bunker told his pioneer friends he had observed that at the head of navigation on every important river a town was sure to rise. He settled right there, though his friends chose to seek better soil. While good farming lands were still selling at \$1.25 an acre, Bunker disposed of his quarter section for \$25,000 cash, and his farm is now part of the flourishing town of St. Peter, where the State has \$600,000 invested in one of the public institutions.

The geographical conditions which help to fix the sites where large populations will centre, are now very well understood. The topography of Southern England was laying the foundations of London's greatness before Julius Caesar invaded Britain. On the one hand the marshes, on the other the forests, compelled the lines of communication between the regions north and south of the Thames to pass in the general direction of London. The place where the hills narrowed the Thames marshes most, was the natural place for a crossing, first by a ferry and later by a bridge. The fact that this crossing was a meeting of natural ways by water and land made it a place of trans-shipment, a meeting place for land and sea traffic, and hence a city was sure to rise there.

Some of the men in that town of splendid future, Fargo, Dakota, built their cabins on its site twelve years ago, with little else than squirrels for company, attracted to the place simply by the fact that there the Northern Pacific road crossed the Red River of the North at its head of navigation, a conjunction of advantages that, with a fine surrounding country, was certain to develop a large town. In our still unimproved Territories there are many situations which nature has marked as the future abodes of large populations. Young men of patience and sagacity will be the pioneer settlers in not a few Western cities of the future, where the meeting of large waterways, the crossing of natural and artificial routes of travel, and other unfailing indications distinguish in the still untrodden wilderness the places that will some day be important centres of human activity.—*New York Sun*.



A Sagacious Dog.

The following illustrates a dog's sagacity. Mr. George Dunsmore on the third of July last arrived at Castle from Franklin, Idaho, bringing with him a fine dog. The firing in celebration of the fourth gave the dog such a fright that he struck out on the back track, and on the eighteenth, just two weeks after leaving here, he turned up at Franklin, traveling a distance of over 600 miles.—*Castle, (Mont.) News.*

An Estray Notice.

Editor Mills, of the *New Northwest*, has lost his wheel barrow and in advertising for it says: "It wasn't branded or wattled, and wasn't shod, and didn't have saddle marks, but it was about one year old—just in the springtime of a useful life, as it were and if the person it followed off will kindly and quietly put it back where he got it, and leave his address, we will see that the fact is prominently mentioned when he dies."

A Successful Hunt.

Oyuste Finley, a half breed belonging to the Flat-head agency in Montana, returned recently from a successful hunt of a few days at Moose Creek, across the range from Cedar Creek, in Missoula County. He killed three bears, ten beavers, six elk, one moose, and succeeded in capturing a young moose, which he lassoed and tied its legs and left it some distance from camp with the intention to bring it in and take it to the agency. In its struggles it freed itself and was seen fleeing over the mountains with a portion of the rope around its neck.

The Very Last Buffalo.

From a private letter we learn that the last of the noble bison, which a few years ago roamed in countless numbers over the plains of the Yellowstone, was killed on Clarke's Fork recently, by a cowboy. He discovered the buffalo, which was an aged bull and at once gave chase. His revolver was the only fire arm he had and six cartridges the only ammunition. He fired two shots from his horse and after a chase of twenty miles succeeded in dispatching the enraged animal, which had at last turned upon him, with the remainder of his shots.—*Bozeman, (Mont.) Chronicle.*

The Artful Device of a Pendleton Cow.

The Pendleton cow now climbs trees to eat the foliage out of her reach when on the ground—or at least she does the next best thing. Last night about twelve o'clock a specimen of the terror known as the Pendleton cow came along Webb Street in front of the Catholic church, and saw the green leaves and tender branches of the trees that they were good, but out of reach. But she was equal to the emergency. The trunks of the trees are yet small, and the ground loose, and the protection around one or two of them has been removed. So she simply sidled up to the tree, laid her weight against it, pushed it over until the top was within easy reach, and then proceeded to eat it up. The Pendleton cow is a daisy. Several dozen of them are at large all night, and every one of them are as full of the devil as an egg is of meat.—*East Oregonian.*

Charming Lake Chelan.

From all accounts there is a world of undeveloped resources surrounding Lake Chelan that is only waiting the hand of energy and capital to develop a sustenance for thousands of people. The lake itself is said to be one of the most delightful health and

pleasure resorts to be found to-day on the American continent and there are those so enthusiastic as to maintain that the Old World cannot afford a comparison to Lake Chelan in point of grandeur of scenery. A few enterprising men of energy and some means are already taking advantage of some of the latent resources of this future popular place and a town site has been laid out, surveyed and platted at the foot of the lake on the old military parade grounds. Mr. Henry Dunkie is building a mill at or near the town site and various other enterprises are contemplated. When a busy city is supported from the development of the buried wealth that exists in the vicinity of this magnificent sheet of water, those who blazed the first tree and beat the first trails should be given a high place on the pages of future history.—*Watertown (W. T.) Empire.*

A Cranky Saloon Keeper.

After a hard day's work a visitor to Chicago concluded to cool his feverish palate with a glass of Gambinus' own and a cheese sandwich. He repaired for this purpose to a place on Clark Street and began quietly to partake of his refreshments.

"Have you a napkin?" he asked of a waiter.

"What!" shrieked the waiter.

"A napkin."

"You vipe yourself mit your haind. Ve don't keep no napkins here."

The stranger proceeded with his lunch. A few minutes later there was a row in the front end of the house. Sixteen waiters hopped upon one man. Some of these waiters had bottles and one of them had a cheese knife about as long as a man's arm. The chap who had waited on the stranger joined in the fracas and tarried in the fun so long that the visitor could find no one to accept his quid pro quo. He at last concluded to go out at a side door and thus avoid being summoned as a witness to a saloon row. He got out into the alley and was driven back by the crowd, but was still unable to engage the attention of the chap who had waited on him, and finally went out of the front door leaving his bill unpaid. He went to his room, where, during the remainder of the night, he saw nothing but the gleam of a cheese knife and an infuriated mob. The next day he went back to the place and explained to the head man how he had gone away the night before, leaving his bill unpaid.

"I don't believe it," said the boss. "I nefer had a man do dot vay before. You vant to play me a shoak. You gid righd away owd so quick as dot, or I call me Shake and der sheseknife, und we half some more fun. Gid owd."

"Then I can't pay?" said the astonished stranger.

"No, you can put it in der slot wid der scales and veigh yourself by seeing it go. But I don't taig nuddings from you. It would hoodoo der pizness."—*Chicago Mail.*

Poor Show for the First Story Teller.

In the early days Kline's ranch, in Southwestern Colorado, was a famous stopping place for the stage coaches, and there was always a goodly (and somewhat diversified) assemblage of travelers around the fireside every evening. One evening a tourist, who had been devoting the Summer to trout fishing in the Cimarron, was telling some pretty good-sized fish stories to a long-haired frontiersman, who, while listening, was evidently studying how he might "see" the tourist and "raise him" on the size of his yarn. The tourist ended. The frontiersman shifted his quid of tobacco to the other cheek and said:

"Well, mister, them was pretty good-sized trout ye caught; but, Lord! ye should ha' been with me up at the mouth of the Columby, in Oregon. Why, we used to ketch salmon there every mornin' that would run all the way from ninety to a hundred and fifty pounds."

For a moment the tourist was silent; then, looking sadly at the triumphant frontiersman, he said:

"My friend, I don't doubt your story in the least. On the contrary, I believe it fully and implicitly. I will only remark that my experience has taught

me that in Colorado the man who tells the first story has a darned poor show."—*Harper's Magazine.*

White Mud Lakes.

The White Mud Lakes are six miles east from Colville and are nestled in the foot hills of the Old Dominion Mountain where the rich, but sparsely settled lands spread out to a magnificent scope of country reaching to the south and west over a distance of several miles. These lakes are less than half a dozen in number and are held within the confines of a half township of land, the larger one of them probably covers somewhat more than 200 acres. The name is derived from a peculiar white mud found on the bottom of the lakes and possessing medicinal properties that are of special benefit as a curative of cutaneous and rheumatic ailments—so acknowledged by the Indians who come from distances of over two hundred miles to gather a supply of the mud which they dry in convenient-sized packages and carry away to their homes. The mud, when mixed with milk and spread with a brush upon the walls of a building, forms a cement that, when once dry, is impervious to water and as white as chalk. The water of the lakes is reasonably tinctured with the medicinal properties of the sediment and its cleansing qualities highly recommend it to the attributes of domestic economy to the exclusion of soap. A brisk wind upon the surface of the lake will create foam in substantial heaps, as large as a man's hat, which, when wafted to the shore, roll out upon the beach like balls of elder down. The water is not of an alkaline nature, as it does not tan or irritate the skin when used as an article of toilet. There is merit in the waters of White Mud Lakes and when the country is settled up they will become as widely known and popular among the whites as they have been with the Indians. The neighboring lands are well wooded and watered and afford the choicest locations for good homes. Fruit trees grow well in this section and luxuriant gardens beautify every homestead. Nature here abounds in every element of luxury wherein man may revel in the true enjoyment of his nature.—*Colville (Wash. Ter.) Miner.*

GROWING CITIES.

"I wondered," said ex-mayor Weisbach of Tacoma, "when I first visited Kansas City, and went out over the then Kansas Pacific railroad, what could have induced capitalists, with all their conservative prejudices, to have advanced the money required to build that railroad out across the 'desert.' One single passenger train daily, in and out, without sufficient patronage to pay the cost of running the train, and one way-and-through freight train which might have paid fairly well had it been started out weekly instead of daily, that was all for that long line of road. I thought it would take a half century to advance Kansas City to a city of 25,000 inhabitants. At Omaha I found a similar condition of affairs. But note the change. Instead of one weak, struggling railroad running west from each of these cities, there are now four and five great companies running hourly trains in and out of Kansas City and Omaha and these two of the best business points in the United States. In Tacoma we will not need to await the development of the country as the business men of those cities had to. The day has already come when one track is not sufficient to accommodate the long train of cars and before eight months will have passed thirty miles of double track leading east from Tacoma will have been laid. In a few years the Northern Pacific railroad will be unable to do all the business centering in Tacoma and other transcontinental roads will add their great traffic to the wharves and warehouses of Tacoma." No safer investments can be made than in the property in and about Tacoma. Its real estate affords the best of security to those desiring to place loans, while persons buying real estate for its future return can do no better than make investment through Sampson & Durgin, the real estate and loan firm of Tacoma.

TWO GHOST STORIES.

WAS IT A DREAM?

A press telegram relates that Stephen Pearl Andrews and Courtlandt Palmer had an agreement that the one dying first should within one year after death send to the survivor a certain message. The exact words of the message were fixed upon, and as neither the meaning nor wording of the message was known except to these two, the receipt of it by the survivor would go a good ways toward proving life beyond the grave. Andrews, the noted spiritualist, died first, but although in the flesh familiar with most leading mediums of this country, his disembodied spirit found no means to send the significant words fixed upon to Palmer, the materialist, and the latter went to his grave unconvinced of the life of the soul after the death of the body. The writer can tell of a similar compact, having a dissimilar but hardly more satisfactory ending. Eighteen years ago a disciple of some unusual medicalism hung out his shingle in a small city in the State of New York. A lack of patients rapidly taught him the need of patience, and ere many months he was confronted by grim necessity, the mother of invention. His office was on a second floor, and nearly all the front wall of the building between the sill of his windows and the tops of the windows below was occupied by the sign of a wholesale liquor dealer, who did business on the first floor. With the doctor's family, occupying a position as companion and friend of the wife and in some measure governess for the children, was a young lady whose mental brightness was out of all proportion to her worldly fortune. She urged upon the doctor the necessity of some announcement of his principles which should attract first attention and then business. Accepting her views he had painted a long, narrow sign to hang just under the window, and above the sign of the liquor dealer. The sign was hung one morning, and then the doctor stepping into the street was startled by an effect the young lady had foreseen from the first. He read:

He who deals out Poison deals out Death.

John Baxter, Wholesale Dealer in Liquors.

Within twenty-four hours the doctor was famous in the city, and, thanks to the pens of the reporters, within forty-eight hours his name had gone all over the State. His lack of patients ended. The young lady alluded to, while a member in good standing of the Methodist church, was a fearless free thinker. She was not a spiritualist, but an honest inquirer as to the future. She had marvelous mastery of planchette, but explained it without allowing spiritual interference. However, she believed that if mind did exist beyond matter, there should be some way of making it known to the living, as she firmly held in the supremacy of mind over the body on earth. While discussing these and like topics, an agreement was entered into between this lady and the writer to the effect that the one dying first, if still retaining spiritual life, should return and all the doubts of the survivor at rest. Years passed away, the writer had been for a long time a resident of Minnesota, and the compact was a thing scarcely ever thought of, when it was recalled by the reception of a newspaper then two weeks old, which contained an account of the last illness and death of the lady, a sketch of her life, and a full report of a funeral sermon not at all in harmony with the views she held while living. Whether cognizant of the sermon, she gave no sign so far as I know. No message relative to that or any other ideas or experiences after death came back at that time. Some months later a member of a secret order to which I belonged died. He was not an intimate friend, press of business kept me from the funeral, and there was nothing to impress it on my mind—surely nothing to connect it with my compact with the dead lady.

Another year went by. Then one morning, after I

had been some time awake and as I was lazily summoning resolution to get out of bed, a singular thing happened. The wall of the room opposite the bed and directly in front of my eyes, became a stone wall. That this change caused me no surprise was the only experience making this seem like a dream. Piercing the stone wall was an arch about eight feet high and opening into a passageway which I knew to be of interminable length. Into this archway from the long passage approached the dead member of the secret order already alluded to. He was fully clothed in uniform he had no right to wear except in transacting business for the society, under orders. He bore orders in the manner customary in the society. He gave me the salute due from him to one holding the position I had attained since his death. He spoke clearly, plainly, perfectly naturally, and with official gravity: "Miss— instructs me to tell you that there is a life beyond the grave. Her duties are such as to render it impossible to return herself to give you any information." He saluted again and disappeared, the arch and wall were gone, and I, now the most astonished man on the face of the earth, was staring at the familiar features of my room. There was no consciousness of an awakening, no sensation of having slept since early dawn, but greater wonder and an excitement momentarily increasing, which made it difficult to dress. So far as I know there had been nothing in my mind or surroundings for weeks previously likely to call up such a vision. I do not explain the affair, nor regard it as significant. It left me only confident that I was not sleeping at the time. Whatever illusion or delusion may have deceived me, it was not, in my opinion, a dream.

Recently I read of the doctor as a great leader in some mind or faith cure movement in Chicago. Just how it differs from the rest I never took trouble to find out, but as his medicalism is different from orthodoxism so his faith differs from other faiths or his cures from other cures. In interviews given to press representatives, he is to-day teaching almost identically the theories held by the lady, but which he scouted while she was a member of his family. Perhaps she has converted him by posthumous argument. The foregoing is a record of facts and actual experiences.—*St. Paul Pioneer Press.*

A QUEER EXPERIENCE.

The clock struck eleven. It was a wild night in February and the cold was bitter. Sleet and wind raged, tearing their way unrestrained through the wide, deserted streets, rattling window panes slamming shutters and doors, shrieking, whistling and moaning in the chimneys and through the bare trees. But the mad anger of the storm king made the little library, with its piano and organ, with its books and pictures, its bright lamp and glowing fire, only cosier and warmer, and tempted me, after my wife had retired, to spend another hour over a book. I lighted a cigar, took one of Clark Russell's sea stories from the shelf, and settled myself comfortably upon the lounge. I had read for about fifteen minutes, when, without any explainable cause, a curious consciousness stole over me that I was no longer alone. Whence comes this premonition of bodily presence before sight or hearing has announced such presence? Is it not that the spirit sees before the mind formulates? Or does thought speak to thought before the sluggish nerves of flesh can be aroused into action? I laid my book upon a little round table that stood close to the lounge, and went into the adjoining room, in which the gas was still burning, but found no one. Smiling at my nervousness, I retraced my steps. Opposite the lounge upon which I had been reclining, on the other side of the table, stood a rocking-chair, a little wicker affair ornamented with blue ribbons, a favorite with my wife. That chair was rocking! For a moment the thought of an earthquake sent the blood rushing to my brain. The recent shocks at Charleston and in Italy may have made my mind susceptible to this thought, but as I glanced at the chandelier, at the pictures and curtains, noting that they remained

quiet, I realized that it was no seismic disturbance which had set that chair in motion. Puzzled, I advanced and laid my hand upon one of the arms to steady it. The chair was occupied. Close your eyes, reader, touch an empty rocking-chair, repeat the experiment with the same chair, after some one has seated himself in it, and you will understand why I knew that the chair was occupied.

I stood motionless. I could see absolutely nothing, and yet I felt that it was occupied and saw that it was rocking. I am a very matter-of-fact man. Superstition has never gained the slightest foothold in my mental frame. I have always laughed at Spiritualism, and have often declared that if a miracle happened before my very eyes, I still would deny the miracle, believing that that which seems miraculous has always a perfectly reasonable and natural origin, could we but trace it. Yet I confess that, notwithstanding my former skepticism, I did not feel quite at ease with that swaying chair before me, knowing that it was occupied, and yet seeing nothing. I had laid my open book page downward. Suddenly the book lifted itself from the little table, hovered a moment in front of the chair as if taken up by the hand, and held before the face of a reader, I heard the short, sharp sound as of a leaf being torn quickly, and then the book closed itself, or was closed, and resumed its former place. "This is all nonsense," I said to myself, "I am lying upon the lounge, have fallen to sleep, and am dreaming all this, I must wake up and go to bed." But it would not do. I still held my cigar; I now placed it between my lips and not only saw and tasted, but smelled its smoke. Does one ever exercise the sense of smell in a dream without an actual existent cause? Resolutely, or perhaps desperately, I now reached forth to grasp whatever might be in that chair. A cool hand—nay, skeptical reader, it was not a very cold one!—a cool, soft, living hand seized my right one, another my left, and there I stood, a little to one side, yet almost in front of the chair, held by two small, apparently daintily formed but wholly invisible hands. I felt myself growing pale, lips and throat became parched, my heart beat furiously, and yet I knew it was not fear that thus took possession of me. It was rather the expectation of I knew not what; of something strange, unknown, mysterious, which I thought must presently happen, blended with a feeling like curiosity as to the ultimate solution of the enigma before me, and which kept me motionless and spellbound. My right hand was now gently lifted and laid upon a head—a woman's head—for I could plainly feel a mass of soft hair, which seemed to be gathered on the top in a kind of wreath, the head itself resting against the back of the chair.

How many minutes this lasted I do not know. Again the clock struck—half-past eleven. At the same instant my one hand was released; the other, supported by the invisible head of my strange visitor, fell to my side; the chair rocked violently for a moment as if some one had risen and left it, and then I knew I was alone. I touched the chair, felt it all over, turned it upside down—it was empty. I hastened to the door, the windows, all were closed and locked securely, nor do I now know whether I expected either of them to be open. Outside the storm still raged fiercely. I turned to the table, took up my book and sought the page which I had been reading. Page 46 of *An Ocean Free Lance*, Seaside edition, was torn from the top to the middle of the third column which begins with the words "Your confession certainly surprises me, sir. I do not believe in apparitions, but I really do not know why they shouldn't be believed in."

This is all I have to tell. It was my first uncanny and inexplicable experience. What to make of it I know not. I am told that I dreamed it. If so, whence the torn book? I am as careful of the cheapest book as only a real bookworm can be, and I would as soon think of opening the piano by splitting its top with an axe as of willfully defacing or tearing a book. Moreover, my cigar which I had lighted at eleven o'clock, was still burning, partly consumed, at half-past eleven, for unconsciously I had smoked while my



two hands were so strangely occupied. I was as wide awake, as sober, as fully in possession of all my mental faculties, as I am at the moment of writing these lines, and, finally, I may as well state that I do not believe that there exists a strong, healthy, sane person, untroubled by either a bad conscience or by bad habits, who cannot with absolute certainty state, of an individual experience, whether he was fully awake or asleep and dreaming at the time. Therefore, unable to answer the problem satisfactorily, I ask again: What was it?

MT. HOOD'S CHANGING SPENDORS.

Mount Hood, besides having various elements of grandeur as of altitude, contour, etc., boasts of one remarkable attribute which few great "snow cones" possess. It rarely presents just the same appearance every time one takes a look at the old peak. One writer in describing some of the great snow mountains of Switzerland, makes use of "changing splendors." That expression applies with equal felicity to Mount Hood. There is more character and variety of expression to the mountain than that of any snow peak on the whole Pacific Coast. Atmospheric conditions, state of the weather, and the appearance of the sky, all contribute to these varying aspects of the snow-crowned monarch. Even the seasons, and the change of the landscape around the base of the mountain, have much to do in producing the fitting moods and humors as shadowed forth by the different appearances. Residents of Oregon have noticed and noted these peculiarities, and doubtless have seen the old peak under various circumstances.

Those who looked at Mount Hood a short time ago saw it assume a new phase. Extending from the base to nearly the summit was a dense cloud. The cloud completely enveloped the lower part of the peak, and, though soft and hazy-like, was perfectly opaque. Down near the base it presented a dark blue color; a little higher the hue shaded the point off into a bronze purple; from midway up to where the cloud ended abruptly the filmy veil was of a pale, rosy tint. But the glory of the whole scene was the summit of the peak. Probably only about one-tenth of the mountain was unobscured and this was the very tip. On that portion the sun shone with undimmed splendor, lighting it up with a brilliancy which was painful to the eye. It glowed like burnished copper for a moment and then changed to a ghostly whiteness, so that one readily fancied he could discern the snowy crystals. Looking at the grand old mountain, the lines of Bayard Taylor flitted through the mind unconsciously:

We rise and journey onward,
Through valleys green and old,
When the fair white Alps announce the morn,
And keep the sunset's gold

Only for a short time, however, could this rare

vision of beauty be seen. Twenty minutes later dark masses rolled upward, obscuring the sun and leaving every trace of Mount Hood buried behind a sombre pile of commonplace clouds.—*Oregonian*.

"MOVING ON."

A large wheat warehouse, a grain elevator, a flour mill with a capacity of 1,000 barrels a day, two large saw mills with a combined capacity of half a million feet a day, car shops costing \$500,000, a cable street railway and several suburban motor lines, a splendid opera house, several fine hotels, and many substantial brick blocks, and hundreds of residences. These are part of the improvements now in progress or soon to be begun in Tacoma. No wonder those who have kept posted as to these and other improvements are pleased with the outlook, and confidently anticipate a continuation through the fall and winter and for an indefinite period, of the prosperity enjoyed by Tacoma ever since the first train passed through the Stampede Pass in 1887. Tacoma has indeed been prosperous before that time. It manufactured lumber and flour and shipped wheat and coal for several years before the Cascade division was completed. But the real life began a year ago when, by the completion of the railroad over the mountains, this city was brought into direct connection with the rich and productive country east of the mountains, and with the centers of population in the Eastern States. That connection in conjunction with our splendid harbor, and tributary agricultural and timber resources, afforded such an opportunity for the transaction of business at this point as has rarely been presented in the United States. Here met ship and car, and here were given opportunities for the collection and distribution throughout the world of the products of our farms, mines and mills, and of the surplus products of the countries bordering upon the United States.

Practical business men were not slow to avail themselves of these opportunities, and already the volume of business transacted here has assumed large proportions and exceeds that of any other city in the Territory. Exports of wheat have been largely increased; exports of lumber will soon be trebled; shipload after shipload of tea and other articles have been imported from Japan and put upon the cars here for distribution among the chief cities of the Union; coal shipments have increased and will continue to increase; trade relations have been established with a large number of interior towns; a large and constantly growing wholesale and jobbing trade has been built up; new lines of transportation have been opened up; steamers have been built; enterprising citizens have carried the name and fame of Tacoma into regions where it was formerly but little known; streets have been graded and sidewalked; sewers have been laid; many fine residences and business blocks have been

built, and the city has doubled in population. All this and much more has been accomplished in a year. From the enterprising town of 10,000 inhabitants in 1887 Tacoma has become the more enterprising and substantial city of 20,000 inhabitants in 1888. And yet this is but the beginning. The causes that produced this marvelous change and development are still at work with constantly increasing force, and they are causes sufficient to build and maintain a city of 200,000 inhabitants. Such a city is destined to be built here on the shores of Commencement Bay and the record of the last year is but an earnest of what is to follow. Tacoma is "moving on."—*Tacoma Ledger*.

IF.

If I could know it all,
That you and I, my love, must surely know
In the veiled future, be it weal or woe,
Think ye that I would shrink nor take thy hand
To go with thee through that untraveled land?

If I could know it all,
The prayers, the hopes, the doubts, the sickening fears
The frustrate pains, the bitter, scalding tears,
Think ye that I would shrink to follow thee
Through that dark tide of mortal agony?

If I could know it all,
Could heap within the balance joy and pain,
And woe o'erbalanced once and once again,
Think ye that I would shrink to give my all
To make thy sum of happiness less small?

Nay, could I know it all,
This future hid in mercy from our sight,
I would not falter, were it dark or bright,
And, loving thee, unwavering I would fear
Nor life, nor death—If only thou wert near!
—Annie Weld Edson, in *Boston Transcript*.

THE PARSON IN CAMP.

Scenes in the Cœur d'Alenes.

"Howdy! good mornin', young fellar!"
"How goes it, ye Missouri galoot?"
Say, what are ye all trimmin' up fer?
An' old pizen face blacknin' his boots.

"Well—I'll jine ye,
Fer I never git left in a lurch,
An, its years since I've been to a meetin',
Or any other kind of a church."

The meeting was held in a store-room
Across from the new gambling hall,
And for music they had the same organ
They played at the Free Masons' ball.

The storeroom was crowded that morning,
The women folks had all the chairs,
And the parson came out from the office
And opened the meeting with prayers.

Then the parson he spoke rather feebly,
The audience he was pleased for to see
And gave out the hymn number seven—
'Twas nearer my God unto thee.

And the way that young Jeffery did sing it,
He must have been chock full of grace,
For there weren't a dry eye in the meeting
And tears wuz on every one's face.

And the parson got up rather slowly,
As soon as the singing was done,
And he said he would preach for his sermon
The trip of the Prodigal Son.

Then he told us the way he got busted
And went on till he spent every red,
An' warned us "beware of bad women,"
"They were worse than a serpent," he said.

And he said that whiskey was damnin',
And it led to the straight road of hell;
And all who hoped for salvation
To come up their experience to tell.

Well, their crowd that went up to the rallin'
Was the worst you ever did see:
Bill Hart, who killed the two Daltons,
Dick Shurtz, who'd been on a spree,

Poker Jack went up with the balance
An' sed he'd turned the last card
An' ferever he'd live as a christun,
Which fer him will be mighty hard.

Do you know, since we had that big meetin'
The roughs have all settled down,
Not a claim has been jumped here this season,
Not a man has been shot in the town.

J. TREMAINE KEEGAN.

Myrtle, Idaho, July, 1888.



Rich and Poor.

The persons who become rich are, generally speaking, industrious, resolute, proud, covetous, prompt, methodical, sensible, unimaginative, unsentimental and ignorant. The persons who remain poor are the entirely foolish, the entirely wise, the idle, the reckless, the humble, the thoughtful, the dull, the imaginative, the sensitive, the well informed, the improvident, the irregularly and impulsively wicked, the clumsy knave, the open thief, and the entirely merciful, just and godly person.

The Highest Mountain in America.

Recent measurements of Mount St. Elias and Mount Wrangel and other high peaks of the West, show that Wrangel and not St. Elias is the highest. Mount Hood used to be called 16,000 feet high. Triangulation makes it 13,000, an aneroid barometer made it 12,000, and a mercurial barometer 11,255. St. Elias, estimated at 12,672 feet high, proves to be 13,500. Wrangel rises 18,000 feet above Cooper River, which is itself 2,000 feet above sea level, and the mountain is at least 1,000 feet higher than any other North American peak.

Write Your Will Plainly.

It is well to mind the p's and q's, or at least to have one's will written distinctly. A peculiar case is before Judge Over of the Orphans' Court of Pittsburg, Pa., in which \$8,000 is involved, that amount depending on the decision of the Court as to whether a little word of three letters in a will is "two" or "ten." Mrs. Alice B. Schoonmaker, the wife of Colonel J. M. Schoonmaker, the millionaire coke manufacturer, in her will devised a sum of money to the hospital for crippled children in New York City, where she had a child treated for some time. The amount was written out in an open hand and could be taken for either \$2,000 or \$10,000. When the matter of distribution was taken up, the question as to the amount arose, and expert testimony as to penmanship has been taken before Judge Over. The case is pending.

Do Figures Lie?

Do figures lie? Let us see.

Two women had thirty chickens each, which they took to market. They agreed to divide equally the proceeds of their sale.

One sold her chickens two for \$1, getting for her thirty chickens \$15.

The other sold hers three for \$1, getting for her chickens \$10.

This made \$25 realized on the sixty chickens.

The merchant called to divide the money said:

"You sold your thirty chickens two for \$1, and you sold your thirty chickens three for \$1. That makes sixty chickens at the rate of five for \$2. Well, five into sixty goes twelve times—twice twelve is twenty-four. That makes \$24 your chickens brought."

But as shown above the women actually had \$25 in their pockets. And yet the merchant's figures were right.

Do figures lie?—*Spence's Paper.*

Evil Effect of Drinking Beer.

The use of beer is found to produce a species of degeneration of all the organs; profound and deceptive fatty deposits, diminished circulation, conditions of congestion and perversion of functional activity; local inflammation of both the liver and kidneys are constantly present. Intellectually, a stupor amounting almost to paralysis arrests the reason, changing all the higher faculties into a mere animalism, sensual, selfish, sluggish, varied only with paroxysms of anger that are senseless and brutal. In appearance the beer-drinker may be the picture of health, but in reality he is the most incapable of resisting disease. A slight injury, a severe cold or a shock of the body or mind will commonly provoke an acute disease ending fatally. Compared with inebriates who use different kinds of alcohol, he is the most incurable and more generally diseased. The constant use of beer every day gives the system no recuperation but steadily lowers the vital forces.—*Scientific American.*

How to Start a Balky Horse.

I passed a considerable block of street cars recently to come upon the cause of it, a balky horse, at the very moment when a bystander stepped out into the roadway, and, after a moment's manipulation, set the animal going as if perfectly content with his work. The success of the operation was so immediate that I ventured to ask how it was done. The man did not have the horsey look which usually accompanies the possession of stable secrets, was evidently an amateur, and did not hesitate to tell me at once that he simply placed under the horse's tongue a chip of wood that he picked from sidewalk. "Anything else would have done as well," he went on to explain, "for it is only necessary to divert the animal's attention for a moment from his fancied grievances. I only changed the current of his thoughts. You might have argued with him all day, and he would still have held to his opinion."—*Boston Post.*

Pleasant People.

It seems easier to describe a pleasant person by negatives, although assuredly his pleasantness affects us as a most positive quality. To begin with, such person must not be too much "shut up in his own individuality," to use the phrase of an English writer. That is, he must not be very reserved and concentrated in his emotions and affections, but have a certain expansiveness of nature and openness of manner. He must not be too fastidious, but able to take people for what they are, and what they are worth to him for the passing moment and the needs of the social hour. He must not be of too intense a nature, nor so preoccupied with the serious aspects and duties of life that he is unable to put them aside temporarily, and lend himself to lighter thoughts and lighter people. One of the pleasantest men I ever met was one of the most hard-working, devoted to a dozen good causes and public interests beside his personal and professional ones. None of these were made a bore to others, and his equable and kindly disposition, his readiness to enter into other persons' ideas, his interest in literature and art, as well as weightier matters of politics and science, made him able to please and be pleased by men and women of the most diverse sorts. It has sometimes struck me forcibly with respect to such a man, how pleasant he must be to himself—how comfortable to live with every day!—*Atlantic Monthly.*

The Prairie Gentian.

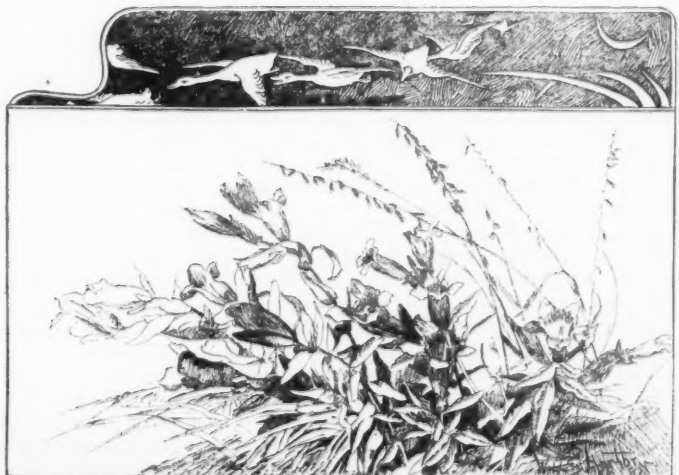
When the wild geese are winging their long flights to the southward, and Aster and hardy Golden Rod have blackened and faded from the touch of frosty fingers; by looking carefully in the long yellow grass, one is able to discover the Prairie Gentian with its clusters of brilliant cobalt blue flowers. The Prairie Gentian belongs to the same family as the Fringed Gentian. But grows much lower, is hardier, and has no fringe. W. S. H.

The Fourteen Mistakes of Life.

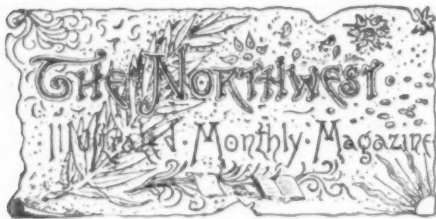
Somebody has condensed the mistakes of life, and arrived at the conclusion that there are fourteen of them. Most people would say, if they told the truth, that there was no limit to the mistakes of life; that they were like the drops in the ocean or the sands on the shore in number; but it is well to be accurate. Here, then, are fourteen great mistakes: It is a great mistake to set up your own standard of right and wrong, and judge people accordingly; to measure the enjoyment of others by our own; to expect uniformity of opinion in this world; to look for judgment and experience in youth; to endeavor to mold all dispositions alike; not to yield to immaterial trifles; to look for perfection in our actions; to worry ourselves and others with what cannot be remedied; not to alleviate all that needs alleviation as far as lies in our power; nor to make allowances for the infirmities of others; to consider everything impossible that we cannot perform; to believe only what our finite minds can grasp; to expect to be able to understand everything. The greatest of mistakes is to live for time alone, which any moment may launch us into eternity. —*Wives and Daughters.*

The Fallacy of "Plain Living."

Good plain living is still spoken of by old-fashioned middle-class people as if it consisted of little or more than a joint of beef or mutton roasted or boiled, and as if cookery-books were consequently altogether mistakes; but better-informed people know this is not the case. The prejudice in favor of a joint of meat with a simply made pie or pudding and certain vegetables is, in fact, a fruitful source of indigestion, under the influence of which life loses its enjoyment and health suffers. Without undertaking anything costly or elaborate, a variety of admirable dishes may be placed upon the table. Yet, to quote a sound authority, how often do we see, "partly upon the erroneous supposition that plain roast or boiled is the most wholesome species of food, and partly to avoid the trouble of providing anything else, a whole family, however various their constitutions may be, seated at table before a single joint, to take their chances of suffering from the repletion which even a small portion may occasion to a delicate person, who could have partaken of three or four judiciously cooked dishes without sustaining the slightest inconvenience. The stomach, in fact, never performs its duties so effectually as when it acts upon food composed of much variety." Indeed, the united testimony of high medical authority proves that a variety of well-dressed food is more easy of digestion than a meal confined to one sort of solid meat. As Dr. Herbert Mayo says, "*Diet should be varied.*" And he adds, "A spoonful of soup, a flake of fish, a slice of cold beef, in succession, will often provoke an appetite, and with it digestion, where the nicest cutlet, or the most tempting slice of haunch of venison, would have gone against the stomach."—*English and French Cookery.*



DAKOTA WILD FLOWERS.—THE PRAIRIE GENTIAN.



Entered for transmission through the mails at second-class rates.

E. V. SMALLEY, - EDITOR AND PUBLISHER.

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ST. PAUL AND MINNEAPOLIS, SEPTEMBER, 1888.

TOO MUCH INTERFERENCE.

Iowa, with over two millions of people, has not built a single mile of railroad during the present year. Iowa has a Railroad Commission, so ignorant, arbitrary and meddlesome that a Federal Judge has been compelled to interfere and interpose the high authority of the United States judiciary to prevent the State from practically confiscating the roads by prescribing rates too low for them to earn fixed charges and operating expenses.

Nebraska, with a population of a million, has built only about seventy-five miles of road during the year, and that was a necessary link in a great system, the construction of which could not be delayed. Nebraska has a Railroad Commission, composed of small politicians, which is asserting the power to fix rates without reference to the earning capacity of the roads, the volume of their traffic or the amount of their financial obligations.

Minnesota, with a population of a million and a half, has built no new railroad lines, except a few miles on the Wilmar and Sioux Falls road and a few miles from Hinckley to the Wisconsin line. Minnesota has also a Railroad Commission, which is afflicted with the temporary insanity idea that the State is an absolute despotism in its relations to railroad companies and has the right to establish arbitrarily the rates that shall be charged for railway service. This body of three worthy citizens, knowing nothing of practical railroad operations, recently fixed a rate for switching cars in Minneapolis which was not high enough to cover the actual cost of the work. The companies interested applied for relief to the Federal Court and it was promptly granted. Judge Brewer held that a State had no power to compel corporations or individuals to perform service at a loss.

There begins to be a turn in the tide of public opinion on the question of governmental interference with the roads. The newspapers are leading the way. Intelligent people are beginning to insist that the capital invested in railroads has just as much right to earn a fair compensation as the capital invested in stores and factories; that the State has no more right to despoil the property of railroad stockholders and bondholders than it has to ruin any other branch of business; that it is the volume of traffic on a road and not the length of haul which is the chief factor in the cost of carriage; and that the unlimited power to establish rates cannot be given to a commission of

politicians without dangerous consequences to the welfare of the community. Common sense and common justice are beginning to supplant the anti-railroad craze. Governmental regulation to the extent of correcting special and isolated cases of error or abuse is all right, but governmental interference which stops railroad construction, drives capital into other fields of enterprise and robs honest men who have invested money in railroads of their interest and dividends is a grievous public outrage which is sure to react on the prosperity of every State that engages in it.

THE NORTHERN PACIFIC IN MANITOBA.

For nearly two years past the people of Manitoba have been making a determined effort to obtain the benefits of railway competition. Their province was fairly well supplied with railway facilities for a new country, but all the lines, with one exception, were owned by a single corporation, the Canadian Pacific company, and that exception, the Manitoba and Northwestern, had no outlet to the East save over the C. P. road. The country was, therefore, in the absolute control of the great Canadian corporation, which had intrenched itself against any competition from the only direction in which competition was feared by a clause in its amended charter prohibiting the building of roads within fifteen miles of the American boundary without its consent. A rival road from the old Provinces of Canada, through the rocky and sterile wilderness on the north shore of Lake Superior was not to be thought of, and the only relief for Manitoba would have to come from the south. Against such relief the Dominion Government built a wall of legislative prohibition for the benefit of the Canadian Pacific Company.

The people of Manitoba raised the question of their right to charter and construct the railroads without regard to the acts of charters of the Dominion Government. They began to build a road, by direct action of their Provincial Government, from Winnipeg up the Red River Valley, to connect with a line which the Northern Pacific Company had built down the valley to the boundary at Pembina. The parliament at Ottawa "disallowed" the act for the construction of this road; nevertheless the Manitoba officials went ahead slowly with the work, hampered by the difficulty of borrowing money. Finally the Canadian Pacific Company made a masterstroke. Seeing that it was bound to be defeated in the end by the resolute attitude of the people of Manitoba, who appeared disposed to assert their rights with arms if need be, it turned the situation to its own profit and surrendered to the Dominion Government for a big sum of money its privilege of prohibiting the building of rival roads near the boundary.

Thus the way was open for the province of Manitoba to go ahead and develop its transportation system without a collision with the Dominion and without any shadow of illegality being thrown upon the bonds it might guarantee for the purpose. A new ministry, pledged to vigorous action in this direction, came into power at Winnipeg under the lead of Premier Greenway and opened negotiations with the Northern Pacific management at St. Paul and in New York. The original plan of a road up the valley to Pembina was expanded into a projected system, reaching all the best agricultural regions of the Province. Late in July the negotiations culminated in New York in an agreement equally fair and advantageous to both parties, the main features of which are as follows:

First—A corporation called the Northern Pacific and Manitoba railroad company is to be created by the Provincial legislature to build the projected roads. It is to issue first mortgage bonds to the amount of \$10,000 per mile and second mortgage bonds to the amount of \$6,000 per mile on two lines and \$7,500 on a third. The second mortgage bonds are to be guaranteed by the province, which is also to guarantee \$40,000 of bonds for a bridge across the Assiniboine at Winnipeg and the same amount for a bridge on the line to Brandon.

Second—The St. Paul and Northern Pacific company undertakes to complete the Red River Valley

line to Winnipeg at once, to build a road from Winnipeg to Portage la Prairie this fall and also to build prior to November 1st, twenty miles of a road from Morris to Brandon, beginning at Morris, and to complete this line to Brandon next year. Morris is on the Red River Valley line, about half way between Winnipeg and Pembina. A branch of this line will run to the Souris Country.

Third—The Northern Pacific Company is to operate these lines, without, however, guaranteeing the first mortgage bonds, which will be sold on their merits, the reasonable probability being that the new roads will earn at least the interest on \$10,000 per mile. The agreement was ratified by the Manitoba Parliament which met in special session August 28th, and the Northern Pacific is now actively pushing the construction work.

Now let us see what are to be the results of this important agreement. The Manitoba people secure at once a competing system of roads to carry their grain to tide-water, either by way of the lake route from Duluth, or by way of Chicago and the Grand Trunk railroad to Montreal. This system by the end of another year will reach all their most productive grain-growing regions. Including the independent road of the Manitoba and Northwestern company, already built over two hundred miles from Portage la Prairie, it will embrace about 450 miles of track. It will be operated by a strong American company, able to hold its own against any form of competition which the Canadian Pacific may subject it to. On the other hand the Northern Pacific practically annexes all Manitoba to its traffic belt, without shouldering any additional financial burdens. It will transport a considerable share of the 20,000,000 bushels of grain raised in that fertile province and a considerable share of the return merchandise and coal shipments. For this consummation much credit is due to the resolute attitude of the people of Manitoba, to the intelligent zeal of the Greenway ministry and to the enterprise and liberality of the Northern Pacific management. St. Paul, Minneapolis and Duluth will all profit by this arrangement in the increase of their trade relations with Manitoba, while Manitoba will be the immediate gainer by lower rates on her chief products and by the growth that comes from the building of new and competitive roads.

THE COMING DAKOTA BOOM.

Many things point to the probability of an early forward movement in Dakota, with large immigration, increased values for land and activity in the towns, such as characterized the years 1881, 1882 and 1883. A big wheat crop is now being harvested, much the heaviest in aggregate amount ever produced by the Territory and comparing well in average acre yield with the large crops of the early years of settlement and cultivation. The towns are now in no way in advance of the supporting capacity of their tributary country. Everything is upon a solid basis. All imaginary, speculative values have been cut down to the hard pan of real, present worth. Trade is based on actual demand and not on hopes of future growth. In a word, all the gas and wind are gone and the substantial producing capacity alone remains. The people are getting out of debt, they understand the country and have grown to love it. They know its advantages and disadvantages and offsetting one against the other, have made up their minds that it is a good region to live in and to prosper in. Their commendation of it to their friends in the East who think of moving West does not rest on faith but on knowledge—not on enthusiasm, but on facts.

At the same time the pressure of population in the East increases constantly and the foreign immigration is unprecedentedly heavy. Hundreds of thousands of people want cheap land and want to get into a new country that is not crowded. Dakota offers both conditions. Her lands are as fertile and as surely productive as any in the world. Her climate is cold in winter, but is not as rigorous as that of such old and well-peopled States as New Hampshire and Vermont and in its effects upon the human body is not as

severe as that of Nebraska or Kansas. That it is an invigorating, healthful climate is shown by the remarkably low death rate and by the great age of many of the old French and Canadian settlers in the Lower Red River Valley. Dakota offers two special and notable advantages for settlers. First, is its nearness to and direct communication with the large cities of St. Paul and Minneapolis and the Lake Superior ports of Duluth, Superior and Ashland, making merchandise and all commodities cheap and giving a short, cheap route for grain to mills and markets. Fargo is distant only ten hours from St. Paul and Bismarck only twenty hours. The second advantage lies in the fact that the frame-work of civilization is already provided—the railroads are in operation, the towns established, the churches and school houses built. The settlers who now go to the Territory need undergo no pioneer privations. All the rough work has been done for them. In short Dakota has a new country's advantages of cheap lands and certain future growth with the comforts and conveniences of an old country.

The new era of progress is not going to start off with a rush and speculation in lands and town lots will not be a marked feature of it. We believe it will begin next Spring with a large influx of new population, and that, repeating the well-known history of Kansas and Nebraska, this second wave of immigration will not cease to flow until all the good land accessible from railroads has been pretty well filled up, the homestead claims all taken and the railroad lands all sold and occupied.

SHALL WE SMOKE.

An English journal is gathering up the opinions of all sorts and conditions of men on the question of smoking. It is interesting but not profitable. The opinions of other men have no weight with the man who wants to smoke, and there is no reason why he should be everlastingly nagged by people who don't smoke.

There are some things that may be considered as established against the smoke habit. It is expensive. Not as expensive as it used to be, for a man can get a cigar that is not altogether rank for about one-half the former price of a fair cigar. If the smoker will use a pipe, the expense is not considerable. The smoke habit is offensive to many who do not smoke, which is a strong point against it. It is injurious to the young and to some who are not young. It is a selfish and unsocial habit, since women are excluded from its pleasures.

For men who can afford the expense and who have reached an age or are of a habit where it is not injurious to health, and who are considerate of the feelings of others, smoking is a very good thing indeed. In a fretful world, where anxious cares consume the nervous force, the smoke is a solace, a timely sedative, the "pipe of peace" and rest. It induces heart depression, even in healthy men, but this is only temporary with most, the effect of excessive indulgence, and disappears when the smoker becomes moderate. For the young this advice is wholesome:

Until the age of twenty-one
All forms of smoking you must shun;
It stunts the growth, exhausts the purse,
And leads to evils that are worse.

We are quite confident that this age was selected for rhyming purposes. One should not be a smoker before thirty-five or forty. And then only on condition that smoking is in fact a solace and not a stimulant.

One very eminent English clergyman finds fault with smoking only because it "accentuates the separation of the sexes, and so fosters the coarser and more selfish side of men's habits." He declares that the "ladies should smoke as freely as men do." And he expects that we shall come to this. Unfortunately the finer organization of woman is not calculated to bear smoking. It would be more apt to stimulate and excite than to soothe women. But for women beyond middle life—well, they would find a great deal of solid comfort in smoking. A good smoke is about the best substitute for the bloom of youth when that is lost.



THE Henry George theory of land taxation, that untitled land should pay just as heavy a tax per acre as cultivated land, is gaining ground in Dakota. Maj. Edwards, of the *Fargo Argus*, had taken up its advocacy. The argument is that a settler should not be made to pay a fine in the way of an increased tax for improving his land, and that an equal tax on all lands would soon cause non-resident owners either to hire their lands tilled or offer to sell them at a price that would induce somebody else to buy and till them.

A MEMBER OF THE NORTHWEST staff, visiting lately the ruins of old Fort Owen, near Stevensville, in the Bitter Root Valley, Montana, found in the library a volume presented to the Post by Sheridan when he was a lieutenant at Fort Vancouver. The ruins are now the property of Major McCormick, of Missoula, and he keeps a few rooms in a state of preservation. A family live in the fort and the Major has the library room for his own occupancy when he visits the ranch, for which the old military post now serves as farm buildings. There are many interesting volumes in the library presented by other officers who won distinction in the civil war.

ALTHOUGH a protectionist on general principles I don't see any sense in laying a duty on Canadian wheat and thus shutting the Manitoba grain out of our markets. It would not in the smallest degree affect the price of our Minnesota and Dakota wheat if the Manitoba crop had free access to our mills and transportation lines, because the price is fixed in Liverpool in reference to the total crop of the world for the year and the total demand. Our Minnesota water powers at Little Falls, Brainerd, Fergus Falls and Red Lake Falls would be grinding a large amount of Manitoba's No. 1 hard and sending it to Europe as flour if there were no barrier of a customs tariff at the boundary.

WHEN THE NORTHWEST MAGAZINE party were in Cheney last June a visit was made to the orchard of J. S. Mount, to note what could be done in Eastern Washington in the way of fruit-growing. Mindful of that visit Mr. Mount shipped to his office on August 5th a box of ripe fruit, containing gooseberries, two varieties of plums, the Peach plum and the Bradshaw, and three varieties of apples, the Red June, the Rambo and the Red Astracan. He writes that he has many other varieties which were not then ripe enough to show their quality. All the fruit sent is of large size and fine flavor. It is fully equal to the best fruit of the Willamette Valley in Oregon, which is an old and successful fruit country.

THE manner of enforcing the Canadian customs laws at the boundary between Minnesota and Manitoba appears to depend a good deal upon the inspectors. The inspector who boarded at St. Vincent the train on which I was a passenger, lately, was a good natured fellow. To one man, who had a box of pears bought in St. Paul, he said "These pears are dutiable, my friend, and the next time you bring any I shall have to make you pay." Another passenger who had a revolver was told that it was dutiable and advised with a smile to enter it at the custom house in Winnipeg, which, of course, he did not do. A friend who crossed the boundary a few days before encountered another sort of inspector. He had with his hand baggage, a bundle of back numbers of THE NORTHWEST MAGAZINE. The inspector insisted that the duty was twenty per cent. on the retail price, and

carrying off the bundle shipped it in bond by express to Winnipeg. The owner called at the custom house next day, and the collector apologized, saying that there was no duty at all on regular publications and that his subordinate was a donkey.

I WAS in Winnipeg in August and found the city prosperous in a quiet, solid way. The speculative real estate movement which was phenomenal in its intense activity in 1881, 1882 and 1883 and which collapsed in 1884 has never been revived. City lots are only saleable for improvement. The few real estate agents who survive are engaged in handling lands and promoting settlement. There is a steady drift of farming immigration with Manitoba from the eastern provinces of Canada. The heaviest wheat crop ever raised in the Province is now being harvested. Public interest is centered in the gathering of this crop and in the building of new railways to get it to market. Without more railroads at least a third of the crop will remain on the farmers' hands.

WHAT a piece of folly it was for Congress to make the opening of the great Sioux Reservation, in Dakota, depend upon the commissioners persuading a majority of the Indians to make their marks upon a paper signifying their consent to the measure. Here is an area of country as large as the State of Ohio occupied by three or four thousand lazy, lousy savages. They are a nuisance and an impediment to civilization. The Government has to feed them and clothe them and station troops around them to make them behave themselves. The only possible way to improve their condition is to allot them land and give them a white man's incentive to work. There should be no asking consent or signing of treaties. They are the pauper wards of the Government and should be made to do what the Government thinks best for them.

It is a matter of gossip in Washington Territory that the Seattle, Lake Shore and Eastern road has about determined to abandon the Snoqualmie Pass route over the Cascade Mountains and will either go further north or take the southern route of the Naches Pass. The difficulty with the Snoqualmie Pass is that a road must either go up from the western side on a three per cent. grade or must bore a tunnel too long for the finances of any but a very strong company to undertake. It will be a good joke on the Seattle newspapers if the Snoqualmie route is given up after all. For years they sounded the praises of that route and asserted that the only reason the Northern Pacific did not adopt it was that the company was not willing to get down from the mountains at a point nearer Seattle than Tacoma. The truth is that the Northern adopted the Stampede Pass after spending a great deal of time and money surveying the defiles of the Cascade Range, for the sole reason that it was the best way of getting a road over the mountains on the standard grade of two per cent. prescribed by Congress for the Pacific roads.

A STRONG company of Eastern capitalists has been formed to purchase of the Northern Pacific all its unsold lands east of the Missouri River. The land company takes 50,000 acres this fall and is to take at stated periods and in certain defined belts 100,000 acres at a time until it gets all the unsold lands in the grant in that part of the Territory. The land will be sold to settlers at very moderate prices and special efforts made to put it in the hands of actual residents and cultivators. The advantage of the deal to the railroad company is in the retirement of a large block of its preferred stock, thus reducing the volume of outstanding stock and facilitating the early payment of dividends. The earnings of the road are now so large that holders of the preferred stock begin to think that they will not have much longer to wait before receiving some return for their investment. Settlement in North Dakota will doubtless be facilitated by this land sale, because the land company will be able to make direct and effective effort to sell lands in certain limited localities, whereas the railroad company must treat all localities impartially in its advertising and its immigration work.



Wisconsin.

Work on the Minnesota & Eastern Railroad is nearly completed. This line is the Lake Superior extension of the Manitoba and terminates at Superior. Extensive coal docks are being constructed in that city for the use of the Manitoba road. Wheat will be handled by the Manitoba over the new line by the middle of September.

The assessed valuation of Superior last year was a trifle over \$5,500,000. The work of the assessor this year, which has just been completed, shows a valuation of only a few thousand under \$10,000,000. The difference fairly represents the growth of this place in buildings, docks, mills, railroad work and a legitimate increase in valuation between May 1, 1887, and July 15, 1888. Probably no other place of equal size in America can make as good a showing.

Dakota.

The Soo Railroad Company have ordered a car load of coal from Northern Burleigh County or McLean County for experimental purposes. This road contemplates building into the coal fields north of Bismarck.

Good progress is being made by the Manitoba with the work on its line between Huron and Watertown. All the piles are driven for the James River bridge, and carpenters have begun working on the superstructure. The work of the surveyors is completed west of the Willow Lakes.

The Rainy Buttes *Sentinel*, New England City, Hettinger County, publishes an original "want" in its want column. It reads: "Wanted—A Congregational minister for the Union Congregational Church of New England City, Dak. Salary, \$900. Apply at once to the trustees." The next want is a bakery, and the third is a saddle horse.

BOTTINEAU is a county on the Manitoba border, west of the Turtle Mountains, and has had a railroad but a few months. The assessment of the county has just been completed, and shows an increase of population the past year of forty per cent.; of assessable land, eighty-three per cent.; of value of land property, 113 per cent. These figures are probably too large for the average of the Territory, but not for the tier of counties stretching across the territory opened by the extension of the Manitoba road to Montana. Still the vote in November will show a surprising increase over that of two years ago in most counties.

CHEAP LANDS.—There is a large amount of land owned by non-residents within a short distance of Pembina and other stations along the D. & M. road that is for sale cheap. When we say cheap, we mean that good places can be bought from \$500 to \$1,500 a quarter section and on easy terms. There are farmers in the country who live on farms that are not a whit better, which are a much longer distance from elevators, which they can readily sell for from \$1,500 to \$3,000. Several of these farmers have already seen this margin and have sold their western farms and have bought these cheaper lands and have made a good thing out of the trade. As we write we learn of a quarter section within three miles of the city being sold to-day for \$800, on which there is at least 100 tons of good hay, worth at least \$4 per ton in the stack, and the land is not too wet for cultivation either. Mr. Dick, the agent of the U. S. & Col. Mtge. Co., informs us that he has sold about \$20,000 worth of land this season and inquiry is still brisk. It will not be long before non-resident land will be as scarce as Government land and then it will be very little land in the country that can be bought at \$5 per acre.—*Pembina Pioneer-Express*.

Montana.

The wool shipments from Billings this season will aggregate about 1,500,000. The number of sheep in the region tributary to this town has increased greatly of late.

BILLINGS is much interested in the activity of the Wyoming Midland Railroad Company, which proposes to build from Lander to the Montana boundary. This road is believed to be the southern extension of the Billings, Clark's Fork and Cooke City, which is building a road from Billings to the coal fields on the Clark's Fork of the Yellowstone.

A BIG CATTLE DEAL.—Mr. Courtenay recently completed the sale to the Home Land & Cattle Company of all the cattle owned by the Lee-Scott outfit on the north

side. This deal has been in progress for some weeks and is one of the largest that has been made this season, covering about 5,000 head of stock and approximating \$100,000.—*Miles City Journal*.

MOWING MACHINES FOR CROW INDIANS.—The Indians at the Crow Agency have been provided with 140 new wagons and forty new Deering mowing machines. When the Crow wishes to take a spin over the rolling prairie it can be depended upon that he will hitch his cayuse to the mower and enjoy himself with all the ardor of a jockey. As a means of annihilating the Crow tribe the mowing machine has advantages that have heretofore been overlooked.—*Bozeman Avant-Courier*.

It is estimated that not fewer than 150,000 head of range cattle have been taken into Montana during the past three months. Some were brought from Washington and some from Idaho, but the greater number were driven over the trail from Texas. The excellent condition of the grass on the Montana ranges and the improvement in the prices of beef cattle in the Chicago market have caused this extensive movement. The new herds have, for the most part, been put upon the plains of Eastern Montana.

From less than 40,000 people in 1880 Montana has increased to fully 150,000 in 1888. In the same time our gold and silver product has increased from \$9,170,000 to over \$23,000,000, and copper from almost nothing in 1880 to over 55,000,000 pounds in 1887, or one-fourth the product of the whole world. The production of wool and live stock has increased in as great a proportionate ratio. The assessment of property in 1887 was \$64,000,000. To the building of 1,600 miles of railroad in Montana since 1880 we must attribute these great results.—*W. F. Wheeler*.

HELENA'S STEADY PROGRESS.—The real estate and building booms keep up in a most encouraging way. There seems to be no abatement in the progressive development of the city. Nor should there be. The conditions are all favorable enough to give the most pessimistic citizen new faith in the future of the city. The establishment here of the completed Armour cannery will give new impulse to the boom now booming. It is not a wild-cat boom, but a healthy, business development, based on the resources of the city and tributary trade country.—*Helena Independent*.

MISSOULA COUNTY now supplies about all the Montana market with lumber. At present immense shipments are being made to the Great Falls Smelting Works, the Helena Smelting Works and the city itself, the Granite Mountain and Bi-metallic Works, the Anaconda Works and Mine; and practically all of Butte and every large consumer in the Territory is supplied by Missoula County. The amount shipped out of the county does not fall much below 2,000,000 feet per week. Hundreds of men find lucrative employment in the lumber camps and mills.—*Missoulian*.

GOLD ON BOULDER CREEK.—Two prospectors recently came into Livingston from the Boulder country, bringing with them a buckskin bag containing over \$2,000 in gold which they had panned out with sledge hammers on flat rocks. They also brought the richest specimen of quartz probably ever seen in the Territory. The specimen was about the size of an ordinary coconut, so soft that it could be pounded with a hammer, and was full of fine wire gold plainly visible to the naked eye. The Boulder district has, until within a comparatively recent time, been a part of the Crow Indian Reservation, but it is now open to settlement. The prospectors say it promises to be one of the richest mineral districts in this part of the country.

SWEET GRASS PLACERS.—During the past week several parties from the Sweet Grass Hills have visited Benton, all of whom brought gold dust in different quantities. The latest arrival is Mr. J. C. Wilson, a miner, who reached the city last evening, and who, besides bringing in several ounces of the precious metal, had the misfortune to lose an ounce by an accident caused by the breaking of the bottle which contained it. During a conversation with the proprietor of one of the hotels, Mr. Wilson informed him that he was hauling dirt to the nearest water, about one and a half miles, which yielded \$10 per load and that another man called Dutch Chris, working alone, was clearing \$18 per day. In recently cleaning a bedrock flume, he informed the proprietor that \$3,000 had been realized. Mr. Wilson believes as do many other old miners—that there are lots of gold in the Sweet Grass Hills which is being brought to the surface by those working there.—*Fort Benton River Press*.

Idaho.

MULLEN now has a newspaper. All the mining towns of the Cœur d'Alene country are now provided with this prime necessity of civilization and progress.

SETTLERS who want to explore an attractive new country are advised to go down to the terminus of the new railroad at Genesee and drive east through the Potlatch region, keeping north of the Nez Perce Indian Reservation and near the foot hills of the mountains. This is a

beautiful and fertile region, with but few people in it as yet. Leave the N. P. main line at Spokane Falls and take the Spokane and Palouse railroad.

New discoveries of valuable silver ore veins are constantly being made in the Ruby Creek district. This district can be reached by wagon road from either Palouse City or Moscow. The first vein was found about two months ago and there has been a steady influx of prospectors since then.

Oregon.

A COMPANY has been organized at Portland, Oregon, to build a railway from that city to the snow line on Mt. Hood, a distance of about seventy miles.

Work on the Oregon Pacific railroad has been renewed. This is the road upon which Mr. Nelson Bennett abandoned work by reason of the failure of the company to make the payments required by the contract. The western terminus of the Oregon Pacific is at Yaquina bay.

A RAILROAD for local travel is now being built from East Portland, Oregon to a point on the Columbia River opposite Vancouver, Wash. Ter., traversing the peninsula between the Willamette and Columbia Rivers for a distance of about eight miles. It promises to be a very profitable little road.

Washington.

ROSALIA, the new town in Eastern Washington, south of Spokane Falls, has a bright, new weekly called the *Rustler*, started since the article in our August number describing the place was written.

THE Palouse *Gazette*, published at Colfax, Washington Territory has recently issued a highly creditable special number on the towns and farming resources of the Palouse Country. It is full of information such as an intending settler wants to get. Send 10 cents to the publishers for a copy.

THE fame of Washington Territory has gone out to all lands and there is scarcely a civilized country on the globe that is not sending its quota to make up the population of the grand inland empire that is here being developed. It seems incredible, but such is the fact, that a large colony of immigrants from far off Australia has arrived at Chehalis, making the second invoice of settlers from the kangaroo continent.

SNAKE RIVER TRANSPORTATION.—The new steamboat which the Northern Pacific Railroad company is building at Pasco, is said to be for the invasion of the O. R. & N. territory on Snake River. It will be supplied with the machinery of the old Billings transfer boat, thus furnishing her with such power as to enable her to ascend all the rapids on the Snake River. It is understood that the new steamer will run from Lewiston directly to Pasco, thus giving the Snake River region direct connection with the Northern Pacific.

THE OKANAGAN MINES.—A letter from Ruby City says: The Waiilatpu Lake country has set people crazy, and there is a great stampede there now. Native silver is shown in chunks, and every other claim is turning out well. The Ignace Creek section is coming to the front magnificently also. They have "struck it" 100 feet deep on the Pinnacle, near Palmer Lake, showing free gold in large chunks. The owners have been offered \$275,000 for the mine. The new road from Ruby to the War Eagle mine is almost completed. The War Eagle is principally owned in St. Paul.

ARRANGEMENTS have been completed, including the purchase of a site and machinery, for the establishment of one of the largest manufacturing enterprises on Puget Sound, at Salmon Bay, a few miles north of Seattle. It will be the largest creosote and wood-preserving works in the United States, and will afford employment to a large number of men. Over \$100,000 worth of machinery for the concern is now being manufactured in the East. The object of the enterprise is to preserve timber from the dry rot and the ravages of the teredo and other insects by the process of wood creosote.

TACOMA is to have another line of steamers between San Francisco and this point, in opposition to the steamers of the Pacific Coast Steamship company. Charles H. Wells, of San Francisco, manager of the Wells line is about to put on the steamer Jennie, now loading in San Francisco with general merchandise for Tacoma, which is advertised to sail from that place on the 14th inst., and a new four-masted steam schooner now at Nanaimo, in addition to the bark Seminole now running to this port. This will give weekly service to the merchants of this city with San Francisco, and if the line secures enough business the number of steamers will be augmented from time to time.

WILL SWARM WITH PEOPLE.—When you come to think that not one acre in one hundred of the patented and fenced lands tributary to North Yakima has ever had a plow put into it; and that not one acre in a hundred of

that fit to till has yet been fenced in the Yakima country; and that no family can work to advantage more than ten to forty acres, you can form some conception of the population we are going to have here. This valley will swarm with people like the valley of the Jordan did, when the children of Israel cleared out the sage brush, ran irrigating ditches and made the desert blossom as the rose and built Jerusalem; and David and Solomon and Zerubbabel and the Christ reigned there in all their glory.—*North Yakima Farmer.*

ACTIVITY IN THE COLVILLE VALLEY.—Contrary to what one would suppose from the reports that go out from this section of the country there is a remarkable activity in mining in this district. Several purchases of good property have been made in this district, especially in Clugston Creek where the lead prospects have been very largely developed and where considerable work is going on in the camp. The Old Dominion is being worked with renewed vigor and weekly shipments of the ore, which is very rich are coming in, in large quantities, for eastern markets. The Chewelah district is now proving of much more promise than heretofore, the output being of such a character of ore that shipments will be made therefrom the same as from the Old Dominion. The general nature of the mining interest is by no means deteriorating.—*Colville Miner.*

PROGRESS IN GRAY'S HARBOR.—The lumber business on Gray's harbor is of no mean importance. The shipments for June were nearly 6,000,000 feet from the four leading mills situated at Aberdeen, Hoquiam, Cosmopolis and Montesano. The number of logging camps about the harbor is variously estimated at from fifty to seventy, with 850 to 900 men employed and one to three teams of six to eight yoke of oxen each. In addition there are a number who do what is called hand-logging. These operate close by water courses, and have no teams. Logs range from \$4 to \$5 per 1,000 feet for fir and \$10 to \$12 for cedar. What is known as the Puget Sound Company, an incorporation formed by the leading mill owners of Puget Sound, are about to begin the erection of what will probably be the largest mill in the Northwest. Preliminary to beginning work it has bought the present mill at Cosmopolis, which will be used to supply the material for the mill.

NAVIGATING THE UPPER COLUMBIA.—The new steamer City of Ellensburg, made her trial trip by successful steaming up and coming down over Priest rapids without the use of a line, despite the prediction of many that the attempt would result in wreck. Her first trip to the mouth of the Okanogan was accomplished with equal ease, in twenty-six hours' running time. Some idea of the general swiftness of the current may be obtained from the fact that the return trip was made in seven and a half hours. The country opened up by this new steamboat line is a magnificent one, rich in agricultural and mineral resources. The O. R. & N. company, which has several times discussed the practicability of putting on a line of steamers along this part of the Columbia without result, will now find formidable competitors for the business of this region. The Northern Pacific has entered into a contract for the construction of a boat with powerful engines, and hope to make the Big Bend country tributary to Tacoma, by steamer connection with the railroad at Pasco. It is not probable that they will be able to do so without competition. The wheat yield of that section will be worth fighting for by rival transportation lines.—*Portland Oregonian.*

ADAMS COUNTY RAPIDLY FILLING UP.—Every day in our land offices may be seen the home seeker fling on the choice land, and it can be truthfully said that at last we have entered upon the broad highway to prosperity, which is indeed gratifying to know; especially so to the old settlers who have lived in this new country for years battling with the hardships which invariably accompany the settlement of wild lands. For years the country was at a standstill and the little handful of settlers, who had the courage to stop here, struggled along, battling with the adversities of frontier life, unconsciously rearing monuments of greatness for the development of the country in the shape of comfortable homes and productive fields. These same fields and homes decided the future of our country; they were pointed out as experiments that had succeeded and at last the world bowed her head and such a wondrous tale of richness and grandeur was poured into her ear that the millions of beings in the crowded East stopped and listened; our magnificent and unparalleled free land offers could not be passed unheeded by the farmer on his cramped, twenty acre farm or the mechanic and clerk whose ambition is to possess a farm in the golden Northwest; they stop, turn and listen, hesitate and finally come. Thousands are imitating their example and to-day Adams County is receiving her share of the large immigration pouring into Washington. Let them come; every man who settles in the county makes the land more valuable, gives us society and neighbors, trade for our merchants and a population for the county.—*Ritzville Times.*

Alaska.

The Juneau, Alaska, *Mining Record* of July 5 and 12, contains the following news items: On Tuesday there was recorded in the office of the recorder at Juneau deeds to

the Bear's Nest group of mines, with the following considerations: Bear's Nest \$1,000,000, Takou Chief \$499,385, Julia \$150,000, Alta \$150,000, Excelsior \$700,000. The purchase was made by a syndicate of English and American capitalists, and is the largest mining sale that has ever taken place on the continent for years. The new 120-stamp mill on the property of the Alaska Mill and Mining Company on Douglas Island is rapidly nearing completion, and when completed will make 240 stamps in operation under one roof. When we take into consideration that Alaska is as yet in its infancy in mining operations, we can point to this gigantic and successful enterprise with a degree of pride.

British Columbia.

The by-laws passed some weeks ago giving substantially \$150,000 bonus to the New Westminster Southern railroad were submitted to the rate-payers August 7th, and ratified by a vote of substantially 25 to 1. The road will connect with the line of the Bellingham Bay Railway & Navigation Company, with which it becomes practically consolidated. The vote secures to the city great advantages by way of workshops as well as independence of the domination of the Canadian Pacific Railroad Company. With a fresh-water harbor, having a depth of seventy-nine feet, no serious obstructions at the mouth of the Fraser River, a hundred miles of the best river navigation above, a new era has commenced for the old town of New Westminster, which had its palmy days in the time of the Fraser River gold excitement more than thirty years ago.

CUTE LITTLE WESTERNERS.

Mr. Smithers had dug a well on his premises in a Washington Territory town, but striking a bed of alkali, was forced to abandon it. His little daughter, in response to a neighbor's inquiry, gravely informed the company present that "Papa had to fill up the well 'cause there was so much alcohol in the water."

A playmate of the afore-mentioned young lady—Little Dolly, aged five, was apparently engrossed with her dolls in a corner of the parlor, while mamma and her best friend were having a "good talk," but, being sent to the kitchen on an errand, shy little Dolly sidled up to her mother before going and whispered, "Please don't talk any more till I get back, will you, mamma?" Upon another occasion, Dolly was treated to caramels by her "big sister's beau" while away from home, and another young gentleman present quizzingly said "Your big sister don't think much of you here, does she?" To which Dolly replied: "I dees s'e does, s'e said he'd be awful nice if he wasn't such a *spade*." It was evidently another agricultural implement she had reference to.

"Oh, I had such a lovely dream," Mamie said to her little brother Bobby yesterday morning as they were going down stairs to breakfast.

"Did you? What did you dream about?" asked Bob, stopping on the landing and eying his sister suspiciously. He was an only son among five daughters and never had dreams.

"Well, I dreamed that I was in a candy store and that I was eating caramels and taffy."

"And I—What was I eating?" cried Bob, getting red in the face at the thought of it.

"You?"

"Yes, I."

"Why, you weren't there at all."

"I wasn't there at all, and you went and dreamed that you were there doing that without me," and he burst into tears and went down yelling to his father.

THE DIFFERENCE.

Jack Blunt once loved a maid whose hair

With terra-cotta might compare.

"My heart beats but for you," he said;

"No matter if your hair is red,

With me the color has no heft"—

And he got left.

George Smoothly later came to woo,

Said he, with passion, tender, true,

"I love you and all that is you;

Those locks of dainty golden hair

The sunlight kissed and lingered there—

I'd give my all for one sweet curl."

He got the girl.

THE IMPEACHMENT.

He was fond of his wife and his tones were sincere,

As he said upon looking her o'er,

"What a peachy complexion you have! Why, my dear,

I never observed it before."

"What nonsense!" she said with a smile and a blush

Recalling the season of youth;

"At my age 'tis out of the question. So hush!

You know your not telling the truth."

With face that betrayed not a sign of remorse,

The inveterate joker replied,

"There are peaches of different kinds, and of course,

I alluded to those that were dried!"

PRICES OF LEADING NORTHWESTERN STOCKS.

Messrs. Gold, Barbour & Corning, 18 Wall Street, New York, report the following closing quotations of miscellaneous securities August 24:

	Bid.	Asked.
Northern Pacific, common.....	25 1/2	26 1/8
" " preferred.....	58 1/2	59 3/4
" " 1st Mortgage Bonds, 116 1/2	116 1/2	116 3/4
" " 2d " " " " " " " "	111	111 1/2
" " 3d " " " " " " " "	94 1/2	95
" " Missouri Div. " " " " " " " "	103 1/2	104 1/2
" " P.d Oreille " " " " " " " "	103 1/2	104 1/2
St. Paul & Duluth, common.....	58	60
" " preferred.....	100 1/2	102
" " 1st bonds.....	110	110 1/2
Oregon & Transcontinental.....	26 1/2	27 1/2
" " 4th Bonds.....	100	100 1/2
Oregon Railway & Navigation.....	92 1/2	93 1/2
" " " " 1st bonds.....	109 1/2	110
" " " " Cons Mgtg 5's.....	102 1/2	103 1/2
St. Paul & Northern Pacific 1st's.....	116 1/2	117 1/2
Northern Pacific Terminals.....	104 1/2	105 1/2
Oregon Improvement Co.....	67	67 1/2
" " preferred.....	100	101
" " 1st bonds.....	104	105
James River Valley 1st's.....	103 1/2	104 1/2
Spokane & Palouse 1st's.....	101 1/2	102 1/2
Duluth & Manitoba, 1st Min. div.....	100 1/2	101 1/2
" " Duluth " " " " " " " "	101 1/2	102 1/2
Chicago, St. P., Mpls & Omaha, com.....	39 1/2	40 1/2
do preferred.....	108	109
Chicago & Northwestern, common.....	112 1/2	113 1/2
do preferred.....	144	145
Chicago, Milwaukee & St. Paul, com.....	71 1/2	72 1/2
do preferred.....	110 1/2	111 1/2
Milwaukee, Lake S. & Western, com.....	56	57
do preferred.....	93	94
Minneapolis & St. Louis, common.....	41 1/2	42
do preferred.....	12	13
St. Paul, Minneapolis & Manitoba.....	104 1/2	105

NORTHERN PACIFIC RAILROAD COMPANY.

Approximate Gross Earnings for Month of July.

TREASURER'S OFFICE, 15 BROAD STREET, NEW YORK, AUG. 3, 1888.

	1886-7.	1887-8.	Increase.
Miles: Main Line.....	2,892.7	3,276.56	384.49
and Branches.....	1,202,576.29	1,574,191.00	371,614.71
Month of July.....	\$1,202,576.29	\$1,574,191.00	\$371,614.71
July 1st to " 31.....	\$12,789,448.10	\$15,823,619.05	\$3,034,170.95

GEO. S. BAXTER, Treasurer.

"Lake Pepin."

Johnson's Cyclopaedia thus describes this well-known sheet of water: "Pepin Lake, an expansion of the Mississippi River, twenty-seven miles long and from two to three miles wide, having Pierce and Pepin counties, Wisconsin, on the northeast, and Goodhue and Wabasha counties, Minnesota, on the southwest. It is surrounded with rock ramparts of picturesque and inspiring appearance. The lake is not very deep and affords a good supply of fish."

This is "encyclopedia style," but it conveys no true picture of Lake Pepin as it lies in the blue haze of a summer afternoon, its surface dotted with white sails, and picturesque villages nestling under the lofty bluffs along its shores. A ride over "The Burlington," which skirts closely the eastern shore for the whole length of the lake, will give you a picture of this sheet of water which will linger in your memory as a joy forever. Ask any ticket agent for tickets via "The Burlington" or address W. J. C. Kenyon, Gen'l Pass. Agent, C. B. & N. R. R., St. Paul, Minn.

Have You a Child?

If you have, here is something worth looking up. Your child, if endowed in the Educational Endowment Association of Minneapolis, Minn., will earn towards a fund for its education, from twenty to sixty cents per day, every day in the year, Sundays and holidays included, from date of endowment to maturity. You may take one, two, or three shares, and they may mature at 12, 14, 16, 18 or 21 years of age. Investment pays 15 to 18 per cent and is as safe as Government bonds. Ample reserve fund invested in real estate mortgages. For full particulars address J. Merritt, Secretary, Minneapolis, Minn.

THE DEAF CAN HEAR.—A correspondent asks: "Where can we send to get Peck's Patent Ear Drums, an invention for enabling people to hear who are deaf, slightly or otherwise?" Write to F. Hiscox, 853 Broadway, N. Y., stating cause and particulars of your deafness and he will give you all the points desired. Read the following from the *Surgical Record*: "A lecturer in one of our hospitals, while illustrating progress in medical science, introduced a deaf patient whose case baffled all medical skill and was considered hopeless. But an invention belonging to F. Hiscox, New York, having been recommended it was used with very satisfactory results, as it fully restored the hearing. It was tested in other cases and found to be more successful than any known device for the relief of deafness, as hearing lost for many years was fully restored by it. This invention is all the more satisfactory as it is out of sight and does not require to be held in position. And while it can be readily removed or inserted by the patients themselves it is with all curative in action and comfortable to wear."—*Philadelphia Call*, Feb. 24, 1887.

MINNESOTA.

HENRY P. UPHAM, Pres. E. H. BAILEY, Cashier.
C. D. GILFILLAN, Vice Pres. WM. A. MILLER, Asst. Cash.

THE FIRST NATIONAL BANK OF ST. PAUL, MINN.

UNITED STATES DEPOSITORY.
CAPITAL, \$1,000,000. SURPLUS, \$500,000.

DIRECTORS.
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T. R. CAMPBELL. H. E. THOMPSON. A. H. WILDER.
F. H. KELLY. E. H. BAILEY. F. B. CLARKE.
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COCHRAN & WALSH,

Real Estate and Financial Agents,

GILFILLAN BLOCK,

ST. PAUL, - - - MINN.,

MAKE A SPECIALTY OF MORTGAGE LOANS.

They also handle City Property of every description. If you wish to purchase a gilt-edged mortgage on St. Paul improved real estate, or desire to invest in an interest paying property in the city, they will do it for you. Send for their explanatory pamphlet.

THE COMMERCIAL NATIONAL BANK

OF ST. PAUL, MINN.

Paid up Capital, - - - \$500,000.

ALBERT SCHEFFER, President. P. H. KELLY, Vice-Prest.
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HERMAN SCHEFFER, Cashier.

W. R. MERRIAM, Pres. F. A. SEYMOUR, Cash.
C. H. BIGELOW, Vice Pres. GEO. C. POWER, Asst. Cash.

THE MERCHANTS NATIONAL BANK, ST. PAUL, MINN.

CAPITAL, \$1,000,000. SURPLUS FUND, \$400,000.

DIRECTORS.
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MAURICE ATERBACH. P. A. SEYMOUR. CHAS. H. BIGELOW.
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THE ONTARIO LAND CO.,

43 Chamber of Commerce Building, - St. Paul, Minn.

Choice lots in Atlanta, Sault Ste. Marie, Duluth, West Superior, Spokane Falls and Tacoma.
Acre property adjoining Nashville, Duluth and Spokane Falls. Correspondence solicited.

H. C. HEERMANS, Pres. C. A. CONGDON, V. Pres. & Treas.
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COR. DAKOTA AND FILLMORE.
WEST ST. PAUL PROPERTY EXCLUSIVELY.

A. J. SAWYER,

Grain on Commission,

DULUTH, MINN.

Advances on Consignments. Elevators on N. P. R. R.

Dakota Investment Company,

Grand Forks, Dakota.

Negotiate 7 per cent. First Mortgage Farm Loans in Dakota and Minnesota and Guarantee Principal and Interest.

Commenced business in 1880; incorporated in 1884, with a paid up capital of \$50,000 and have invested over \$900,000 for eastern banks and individuals without loss. The Company confines its loans to the Red River Valley. On the Dakota side the field embraces the six RED RIVER VALLEY Counties, containing 13,583 farms and 1,725,243 acres of improved land, and a population of 83,242—16,550 more than any other six counties in the Territory. City loans negotiated. BONDS & WARRANTS for sale. Correspondence solicited.

WISCONSIN.

JOHN A. BARDON, REAL ESTATE

In and around Superior and West Superior, Wis., and Duluth, Minn.

Resident since 1863. Correspondence solicited. Address, SUPERIOR, WISCONSIN.

KEYSTONE INVESTMENT CO. (INCORPORATED.) WEST SUPERIOR, WIS.

Real Estate and Insurance.

MORTGAGE LOANS AND INVESTMENTS for non-residents on best real estate security a specialty. Interest 7, 8, and 9 per cent., payable semi-annually. Maps furnished on application. Correspondence solicited.

EDWARDS & QUAM, REAL ESTATE.

We own an Addition near the great Blast Furnace, Ashland; also deeded farms in Dakota and Kansas. Can satisfy customers as to terms as we only handle our own property. Will save customers commission. English, Scandinavian and German spoken.
117 East Seventh St., ASHLAND, WISCONSIN.

MONTANA.

[No. 1649.]

FIRST NATIONAL BANK,

HELENA, MONTANA.

UNITED STATES DEPOSITORY,

Paid up Capital, - - - \$500,000
Surplus and Profits, - - - \$75,000

General Banking Business and Collections in the Northwest receive prompt attention.

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R. W. KNIGHT, Cashier. T. H. KLEINSCHMIDT, Asst. Cashier.

GEO. H. HILL, 2d Asst. Cashier.

THE MERCHANTS NATIONAL BANK,

Helena, Montana.

Capital and Surplus, \$250,000

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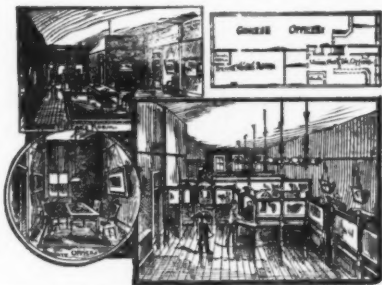
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REFERENCES: { Traders National Bank, } Spokane Falls.
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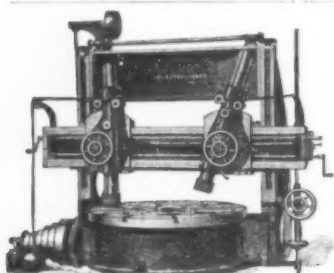
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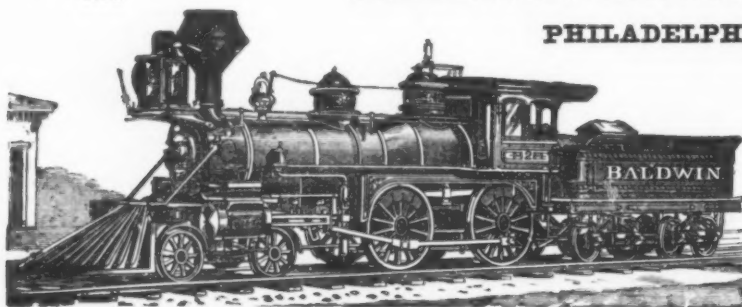
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Points west of Grand Forks in DAKOTA and MONTANA LESS THAN ONE FARE, no round trip rate being more than TWENTY DOLLARS, including GREAT FALLS, HELENA and BUTTE, MONTANA.

Persons desiring to take a trip through Northern Minnesota, Dakota or Montana for the purpose of looking over the country, or with the idea of selecting a new home within the boundaries of the GRANDEST WHEAT BELT IN THE WORLD, and an agricultural country suitable for diversified farming, dairy and stock purposes, will do well to take advantage of these rates.

For maps and information apply to your home ticket agent, to any agent of the company, or

F. I. WHITNEY,
Gen'l Pass. and Tkt. Agt.,
St. Paul, Minn.

A SOCIALISTS' MEETING IN NEW YORK.

The room is comfortably filled with members of the "English speaking section," curiosity seekers, and idle men and women about town. One or two news-hunting reporters sit in grim expectation of something occurring. The audience is peculiar. It is neither richly nor poorly dressed, neither very old nor very young, neither intelligent nor ignorant, but nearly every habitue has some apparent hobby. One woman is a "dress-reformer," and displays a series of garments, whose chief object appears to be the realization of ideal hideousness. Next to her is a man who believes that the hair is an electrical contrivance for preserving the health, a sort of spiritual lightning-rod, and who, with unkempt locks and beard, sits in a veritable halo of dirt, dandruff and falling hair. The freeloader is there. If of the male persuasion, he throws an unceasing stream of smiles and approving glances upon the few young women present; if of the gentler sex, she singles out some eligible specimen of manhood, and demurely suggests imaginable things in the unspoken language of the eye and lip. There also is the "Alphaist," whose doctrine is the prevention of crime and the improvement of the race by applying to humanity the principles followed in the stock-yard and on the stud-farm; the "life-scientist," who would confer upon every brainy and brawny man a seraglio worthy of Solomon, and who would inhibit all other men from listening to the dictates of amateness and philoprogenitiveness; the "red" anarchist, whose propaganda is torch, sword, bomb and poison, and his "passive" brother, who deprecates resistance and tries to impede the political machine by increasing the burdens and friction of society; the spiritualist and materialist; the clergyman out of a job and the agnostic; the "electro-magnetic" physician and the "faith curer;" the "massage operator" and the "materializationist"—isms and isms numberless!

There is the same heterogeneity ethnically as intellectually; yet under it can be dimly perceived the causes and *raison d'être* of socialism and its kindred doctrines. The most fanatical and intolerant is the Russian, next to him the Slavo-German and the German, then the Frenchman, the Italian, the Scandinavian, the Briton, and, last and not least, the American. The order given is the order from despotism to free individualism; it is also the order from the most abject poverty to the least poverty; from the darkest ignorance to the most general education, and from the densest population to the sparsest. In these four elements are to be found the creature of which socialism is the first offspring, and revolution, ruin and death the last—*Drake's Magazine*.

LESS THAN

ONE CENT PER MILE!

Northern Pacific Railroad

HARVEST

EXCURSIONS!

MINNESOTA,

DAKOTA,

MONTANA,

Sept. 11th & 25th. Oct. 9th & 23d,

FROM

St. Paul, Minneapolis and Duluth

TO

Helena and Butte City, Mont.

TWENTY DOLLARS FOR ROUND TRIP

With corresponding low rates to intermediate points, including Fergus Falls, Wahpeton, Fargo, Grand Forks, Pembina, Casselton, Jamestown, Bismarck, and all points in Northern Minnesota, North Dakota and Montana.

Tickets Limited to Thirty Days, with Stop-over Privileges.

By using these excursion rates to Montana points you can make a complete tour of the

Yellowstone National Park

At a total cost of EIGHTY DOLLARS, including all necessary expenses for five days in the Park. SEE THAT YOUR TICKETS READ VIA

The Northern Pacific R. R.,

The Short Line to HELENA and BUTTE CITY, M. T., and secure the comforts of Pullman Sleeping Cars, Dining Cars, and Free Family Sleeping Cars. Three passenger trains each way daily to Fargo. Two passenger trains each way daily to Helena and Butte City. No other line can give you these accommodations. For full information, tickets, etc., apply to

C. E. STONE, Pass. and Tkt. Agt., 173 E. 3rd St., St. Paul.
G. F. McNEIL, Pass. and Tkt. Agt., 19 Nicollet House Bldg., Minneapolis.

JAMES C. POUND, Asst. Gen'l Ticket Agent, St. Paul.
H. N. AUSTIN, Asst. Gen'l Passenger Agent, St. Paul.
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INFORMATION ABOUT THE NORTHWEST

If you want to know all about the best new regions for farmers and business men in Washington Territory, send 15 cents for the August number of THE NORTHWEST MAGAZINE; contains illustrations of Cheney, Sprague, North Yakima, Puyallup, Uniontown, Pullman, Rosalia, Oakesdale, Medical Lake, Lewiston, farm scenes, hop ranches, etc., etc.

If you want to know all about Ashland, Northern Wisconsin's flourishing metropolis and lake port, send fifteen cents for the June number of THE NORTHWEST MAGAZINE.

If you want to know all about Portland, Oregon, and Great Falls, Montana, send twenty-five cents for the May number of THE NORTHWEST MAGAZINE. Seventy handsome engravings illustrate this issue.

If you want to know all about the city of Seattle and the Puget Sound Country, with its mild winters and cool summers, its lumber, coal, iron, ocean commerce and agricultural valleys, send twenty-five cents for the April number of THE NORTHWEST MAGAZINE.

If you want to know all about the beauty, prosperity and recent remarkable growth of the city of St. Paul, and the scenes of the winter carnival, send twenty-five cents for our Carnival number, February, 1888. This is a special double number, profusely illustrated.

If you want to know all about North Dakota, its towns, farms, scenery and people, send fifteen cents for the January, 1888, number of THE NORTHWEST MAGAZINE. This is our new Dakota immigration number, and is profusely illustrated.

If you want to know all about Spokane Falls, the growing business and manufacturing metropolis of Eastern Washington Territory, and the wonderful Cœur d'Alene country, send fifteen cents for THE NORTHWEST MAGAZINE for October, 1887.

If you want to know all about Helena, the capital of Montana, and the central city of the Northern Pacific belt, send fifteen cents in postage stamps for the September number of THE NORTHWEST MAGAZINE. This number is illustrated with seventy engravings of streets, buildings, ranches, mines, landscapes, etc. in and near Helena.

Address,
THE NORTHWEST MAGAZINE,
ST. PAUL, MINN.

Lewis & Dryden's Official Railway Guide.

A complete index to the transportation system of Oregon, Washington, Idaho, Montana and British Columbia, with valuable maps and descriptive articles, by mail, 10 cents. Published monthly at Portland, Oregon.

Rapid Growth of Spokane Falls.

Spokane Falls, W. T., is coming to the front more rapidly than any city in the Northwest Pacific slope. Her growth and the rapid increase in values are permanent. The mining, lumbering, farming, grazing, manufacturing and other interests are rapidly pouring their wealth into her coffers. I. S. Kaufman & Co., the oldest real estate dealers in the place, have made fortunes for many of their outside customers, by making careful and judicious investments for them, and are ready to make others happy. Best of references furnished if desired.

Webster, the New Spokane Falls Suburb.

The popular Webster tract lies one and one-half miles northwest from the city of Spokane Falls, W. T., sloping gently towards the beautiful Spokane River which adjoins Webster on the southwest, and lying as it does 210 feet above the river, the location is a healthful one and the scenery unsurpassed. The prairie at Webster is smooth and for many months of the year represents one grand flower garden, dotted here and there as it is with very many beautiful evergreen trees. The second depot from Spokane Falls in the Seattle direction via S. L. S. & E. will be located at Webster, the first being located at "Alta Vista." The river at Webster furnishes 5,000 horse power. One can readily read the wonderful future of the city of Spokane falls and vicinity. Denver City, Colorado, reaches from its center six miles in every possible direction; so will Spokane and Webster in the near future, and with her thousands of intelligent people, with her beautiful homes on either side of her grand avenues, her hundreds of busy mercantile houses, and with her many active factories be no small factor in the building up of one of the most powerful business centers of the Northwest.

LANDS FOR SALE.

The Northern Pacific Railroad Company has a large quantity of very productive and desirable

AGRICULTURAL AND GRAZING LANDS

for sale at LOW RATES and on EASY TERMS. These lands are located along the line in the States and Territories traversed by the Northern Pacific Railroad as follows:

In Minnesota,	-	-	Upwards of 1,350,000 Acres
In North Dakota,	-	-	" 7,000,000 Acres
In Montana,	-	-	" 19,000,000 Acres
In Northern Idaho,	-	-	" 1,750,000 Acres
In Washington and Oregon,	-	-	" 12,000,000 Acres

AGGREGATING OVER

40,000,000 Acres.

These lands are for sale at the LOWEST PRICES ever offered by any railroad company, ranging chiefly

FROM \$1.25 TO \$6 PER ACRE

For the best Wheat Lands, the best diversified Farming Lands, and the best Grazing Lands now open for settlement. In addition to the millions of acres of low priced lands for sale by the Northern Pacific R. R. Co., on easy terms, there is an equal amount of Government lands lying in alternate sections with the railroad lands, open for entry, free to settlers, under the Homestead, Pre-emption and Tree Culture laws.

TERMS OF SALE OF NORTHERN PACIFIC R. R. LANDS.

Agricultural land of the company east of the Missouri River, in Minnesota and North Dakota, are sold chiefly at from \$4 to \$6 per acre, Grazing lands at from \$3 to \$4 per acre, and the preferred stock of the company will be received at par in payment. When lands are purchased on five years' time, one-sixth stock or cash is required at time of purchase, and the balance in five equal annual payments in stock or cash, with interest at 7 per cent. The price of agricultural lands in North Dakota west of the Missouri River, ranges chiefly from \$3 to \$3.50 per acre, and grazing lands from \$1.25 to \$2.50 per acre. In Montana the price ranges chiefly from \$3 to \$5 per acre for agricultural land, and from \$1.25 to \$2.50 per acre for grazing lands. If purchased on five years' time, one-sixth cash, and the balance in five equal annual cash payments, with interest at 7 per cent. per annum.

The price of agricultural lands in Washington and Oregon ranges chiefly from \$2.60 to \$6 per acre. If purchased on five years' time, one-fifth cash. At end of first year the interest only on the unpaid amount. One-fifth of principal and interest due at end of each of next four years. Interest at 7 per cent. per annum. On Ten Years' Time.—Actual settlers can purchase not to exceed 320 acres of agricultural land in Minnesota, North Dakota, Montana, Idaho, Washington and Oregon on ten years' time at 7 per cent. interest, one-tenth cash at time of purchase and balance in nine equal annual payments, beginning at the end of the second year. At the end of the first year the interest only is required to be paid. Purchasers on the ten-years' credit plan are required to settle on the land purchased and to cultivate and improve the same.

For prices of lands and town lots in Minnesota, North Dakota and Montana, Eastern land district of the Northern Pacific Railroad, apply to A. G. POSTLETHWAITE, General Land Agent, St. Paul, Minn. For prices of lands and town lots in Washington, Idaho and Oregon, Western land district of the Northern Pacific Railroad, apply to PAUL SCHULZE, General Land Agent, Tacoma, Wash. Ter.

DO THIS:

Send for the following named publications, containing illustrations and maps, and describing the finest large bodies of fertile Agricultural and Grazing Lands now open for settlement in the United States.

WRITE FOR PUBLICATIONS.

The Northern Pacific Railroad Company mail free to all applicants the following Illustrated Publications, containing valuable maps, and describing Minnesota, North Dakota, Montana, Idaho, Washington and Oregon. They describe the country, the soil, climate and productions; the agriculture and grazing areas; the mineral districts and timbered sections; the cities and towns; the free Government lands; the low-priced railroad lands for sale, and the natural advantage which the Northern Pacific country offers to settlers. The publications contain a synopsis of the United States land laws, the terms of sale of railroad lands, rates of fare for settlers, and freight rates for household goods and emigrant movables. The publications referred to are as follows:

A SECTIONAL LAND MAP OF NORTH DAKOTA, showing the Government lands open to settlers, and those taken up, and the railroad lands for sale and those sold in the district covered by the map. It contains descriptive matter concerning the country, soil, climate and productions, and the large areas of unsurpassed agricultural and pastoral lands adapted to diversified farming in connection with stock raising.

A SECTIONAL LAND MAP OF EASTERN WASHINGTON AND NORTHERN IDAHO, showing the unoccupied and occupied Government lands, the sold and unsold railroad lands, with descriptive matter relating to this portion of the Northern Pacific country. This region contains large areas of fine agricultural lands and grazing ranges, rich mineral districts and valuable bodies of timber.

A SECTIONAL LAND MAP OF WESTERN AND CENTRAL WASHINGTON, showing the unoccupied and occupied Government lands, the sold and unsold railroad lands, in Central and Western Washington, including the Puget Sound section, with descriptive matter concerning the extensive timber regions, mineral districts and the agricultural and grazing lands.

A MONTANA MAP, showing the Land Grant of the Northern Pacific R. R. Co., and the Government surveys in the district covered by the map, with descriptions of the country, its grazing ranges, mineral districts, forests and agricultural sections.

Also Sectional Land Maps of Districts in Minnesota.

When writing for publications, include the names and addresses of acquaintances who contemplate removal to a new country.

WRITE FOR PUBLICATIONS.—They are illustrated and contain valuable maps and descriptive matter, and are and the Northern Pacific country, address **MAILED FREE OF CHARGE** to all applicants. For information relating to lands and the Northern Pacific country, address

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The Western Terminus of the Northern Pacific Railroad; the Head of Navigation, and
The Only Wheat Shipping Port on Puget Sound.

Look at the following evidences of its growth:

Population in 1880, 760.

Assessed value of property in 1880.....	\$517,927
Assessed value of property in 1888, over.....	\$5,000,000
Tons of Coal shipped in 1882.....	56,300
Tons of Coal shipped in 1887.....	212,969
Bales of Hops shipped in 1880.....	7,005
Bales of Hops shipped in 1887.....	18,000
Miles of Railway tributary in 1880.....	136
Miles of Railway tributary in 1887.....	2,375
Regular Steamers in 1880.....	6
Regular Steamers in 1888, March.....	30
Feet of Lumber exported in 1887, over.....	63,000,000

The Methodist University for Puget Sound has been located at Tacoma, with a bonus given by the citizens of \$75,000. In the above valuation of school property the Methodist University is not included.

Population in 1888, 15,000.

Banks in 1880.....	1
Banks in 1888.....	5
Private Schools in 1875.....	0
Private Schools in 1888.....	3
Public Schools in 1880.....	2
Public Schools in 1888.....	6
Value of Public School Property.....	\$94,000
Value of Private School Property.....	\$105,000
Money spent in Building Improvements in 1887.....	\$1,000,000
Money spent in Street Improvements in 1887.....	\$90,000
Money spent by N. P. R. Co. on Terminal Improvements in 1887.....	\$250,000

Tacoma is the natural outlet for the grain crop of the Inland Empire, as Eastern Washington and Oregon are aptly termed, and it costs from \$1,500 to \$4,000 less to ship a cargo of wheat from Tacoma than from any other port north of San Francisco.

Tacoma now shows more healthy and rapid growth than any other point in the Northwest, and is the best location for Manufacturers for supplying both Inland and Water Trade. Full printed and written information will be furnished on application to

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Special attention given to investing money for non-residents in Tacoma Real Estate. First Mortgage Loans placed on Improved Tacoma Real Estate, 9 per cent. being guaranteed to the lender. Correspondence solicited.

References by permission: Hon. W. Q. Grosham, Judge U. S. Circuit Court, Chicago; Roswell Smith, Esq., Pres. Century Co., N. Y.; H. H. Lamport, Esq., Pres. Continental Fire Ins. Co., N. Y.; A. B. Hull, Morristown, N. J.; J. W. Joice, Bishop M. E. Church, Cincinnati, O.; Merchants National Bank, Chicago, Ill.; Citizens National Bank, Cincinnati, O.; Fowler National Bank, Lafayette, Ind.; Indiana National Bank, Lafayette, Ind.

HELENA'S LONG FELT WANT.

Helena! Fair Helena! All hail and keep a hailing!
You're the city of the Rockies that takes the festive
cake;
In the confines of thy borders no one is heard a-wailing;
Thy business keeps in motion like the milk in a milk
shake.

Thy busy streets, historic ground, we climb them as we
walk;
Palatial homes are in the place of cabins on the hills;
Our schools and our churches—well, there is no use to talk,
Our water comes from the water works, and not from
gushing rills.

"What is there Nature has not given her favored children
here?"—

A few things might be mentioned that would solace
bring to all—
One thing is five cent soda; another, five cent beer;
But a place to go in swimming is the greatest need of all.
—Helena Independent.

SO THEY GO.

The sculptor in his latest hour
Makes "faces" and then "busts,"
The lords of capital and trade
Give up their mortal "trusts."

The gambler "shuffles off the coil,"
The railroad man is "passed,"
The miner but returns to "dust,"
The cobbler breathes his "last."

The pious drummer surely goes
To the "sweet by and by,"
The barber sighs "I'll make no fuss,"
But just "curl up and dye."

TACOMA, The Commercial Metropolis of Washington Ter.

GEORGE W. TRAVER,

Real Estate and Financial Agent.

Office, Hotel Fife Block,

Tacoma, Wash. Ter.

Investments Made and Loans Negotiated for Non-residents.

References: Hon. J. N. Dolph, U. S. Senator, Washington, D. C.; Hon. Eugene Semple, Governor Washington Territory; F. T. Olds, capitalist, Tacoma, W. T. Correspondence solicited.

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We also sell lots in Fertile and Twin Valley. These towns are located on the new line, the Duluth & Manitoba, in Polk and Norman counties.

We offer special inducements to parties who will build on lots purchased of us.

Correspondence solicited.

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I have in this way equipped many railway and car shops, and I know of no instance in which entire satisfaction has not been given. Terms of payment made satisfactory.

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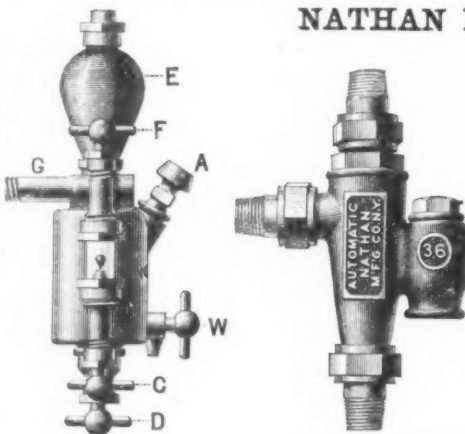
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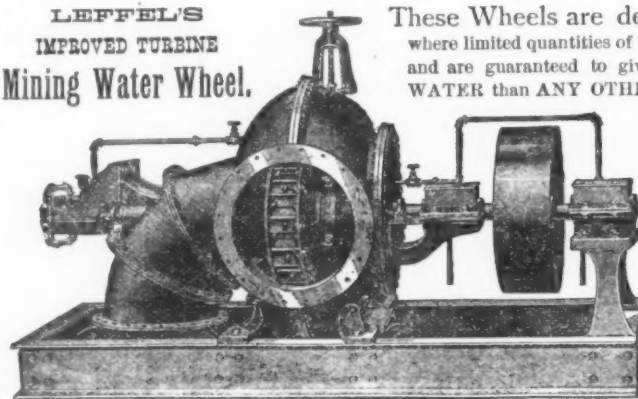
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W. H. FISHER, General Superintendent, G. F. COPELAND,
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St. Croix Falls Express.	4:00 p m	9:45 a m

M. & P. Ry.	Leave Minneapolis	Arrive Minneapolis
Dakota Mail and Express.	8:50 a m	6:15 p m
Painesville Express.	4:10 p m	10:30 a m

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A LITTLE NONSENSE.

At the Husband Club—Brown: "Does your wife keep her temper very well?" Jones: "Um—um—er—some; but I get the most of it."

Lecturer—"I will pause till that young man in the back of the hall stops whispering." Young man (cordially)—"Go on, sir; you are not disturbing me at all."

"Tommy," said his penurious uncle, how would you feel if I were to give you a nickel?" "I think," replied Tommy, "that I would feel a little faint at first."

Maggie (to her stepfather, who is very popular with children)—"Oh, I wish you had been here when our papa was alive. You would have liked each other so much."

Vagrant—"I have no father or mother, nor any relations at all, to care for me."

Philanthropist—"Poor man, are they all dead?"

"No; they got rich."—*Texas Siftings.*

FREE MEDICAL ADVICE.—"I am on my way home, doctor," said a citizen, who was after some free advice, "and I am tired and worn out. What ought I to take?" "Take a cab," replied the intelligent physician.

"There never was a woman yet who ever bought a box of berries from a hawker without calling from the window, 'Are they good?' and there never was a hawker yet who answered 'No.'—*Someville Journal.*

Fond Husband—"Good bye, love! In case I am really prevented from coming home to dinner, I will send you a telegram." She: "You need not trouble to send it, my love; I have already taken it out of your jacket pocket."

There is no period in the career of the bustle that appeals so strongly to the sympathetic side of man's nature as when it just reaches far enough abaft the weather board of the umbrella to catch the sogging rain drops as they sog.

Husband—"Have the couple who just moved into the house next door any children. Wife: "Children? They've only been married a day or two." "How do you know?" "Before he started down town this morning he kissed her, and he didn't act as if he was afraid he'd get hit if he didn't."

"My young friend," said a long-haired Brooklyn citizen, "I am trying to learn the sense of the community in regard to base ball playing on Sunday. Will you kindly tell me what stand you take?"

"Certainly, sir," responded his young friend; "When I've got money enough I take the grand stand."

DIDN'T KNOW IT WAS LOADED.—Johnny is a bright boy, and his brightness sometimes leads him to saying things he should not. An instance occurred recently, and when the visitors had gone he was called up for settlement. "Well, sir, what did you mean by talking as you did?" asked his mother, sharply. "W'y, mamma," he replied, "I didn't know the doggone mouth was loaded."—*Washington Critic.*



A PROFESSIONAL SECRET.

Dr. Dowell (to friend, who is also an M. D., but a very new one)—"Splint, old fellow, so you have hung out your shingle at last. Hope you're doing well. How many patients have you got?"

Dr. Splint—"Only a light case of catarrh."

Dr. Dowell (confidentially)—"Well, do you know, a skillful doctor often makes a good deal out of a slight case of catarrh."

Jessie's teacher gave her pupil a party, to which "little brother" was invited. He ate hearty of ice cream and cake, and was found reposing on the bench in the porch while the other children were at play in the yard. When asked why he didn't join them he exclaimed: "Oh! I can't play; my pants choke me so!"

GETTING USED TO IT.—Maiden aunt (visiting family for the summer): "Gussie, you shouldn't cry so when it thunders. The thunder can't hurt you. Don't you see it doesn't scare me any?" Six-year-old (sobbing): "It won't—scare me, either, auntie, when—I've heard it—th-thunder as many summers as you have."

HER MECHANICAL STEP.—A gentleman of this city, who by the way had a fad or two, was walking down town the other day with a witty lady, the intimate and guest of his wife, when he began to revile facetiously the gait and carriage of her sex. "Even you," he said, "walk with a very mechanical step." "Yes," she replied, "I am going with a crank."—*Detroit Free Press.*

It was his first visit to the city. As he stood on the curbstone shaking his sides with laughter he was accosted by one of St. Paul's finest:

"What's the fun, stranger?"

"Fun! Can't you see it? Just look how that thing (pointing to a watering cart) leaks; why the blame fool won't have a drop left when he gets home."

SMITH'S BABY WAS TO BLAME.—"Young spoony doesn't come to see you any more," said old Logcoffin to his daughter Esmeralda. "No, pa; the last two nights we were talking out at the gate Smith's colicky baby across the street screamed so that we couldn't hear ourselves talk, and somehow or other it seemed to sort of discourage him," replied Esmeralda.—*San Francisco Post.*



WHICH WERE THEY FRIGHTENED AT?

Wheelman, who is not renowned for his good looks—"Twice to-day while I was riding my bicycle horses were frightened and ran away."

Friend—"Beg pardon; I did not exactly understand. Were they frightened at you or at the machine?"

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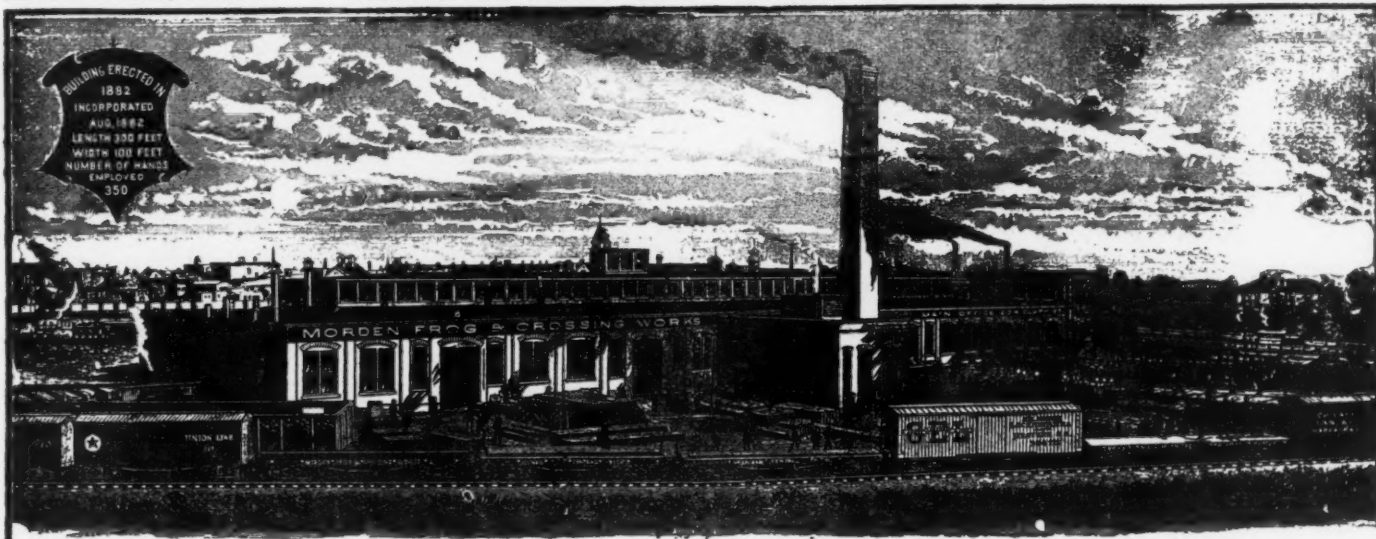


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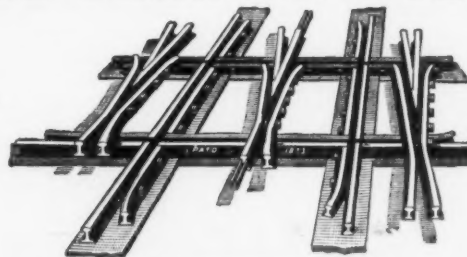
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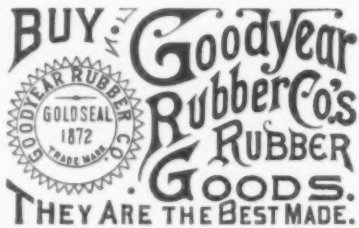
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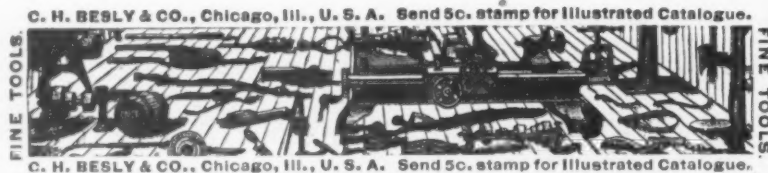
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